

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 28th.

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Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN —Yokohama	July 17	Sept.	Sept. 11
Nagasaki			Sept. 12
Hakodadi			
CHINA —Peking			Sept. 11
Tien-tsin			Sept. 6
Chefoo			Sept. 10
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	July 28	Sept. 8	Sept. 19
Ningpo			Sept. 17
Poo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Aug. 10	Sept. 18	Sept. 24
Canton			
Macao			
PHILIPPINES —			
Manila			
COCHIN-CHINA —			
Saigon			Sept. 29
SIAM —Bangkok			
BORNEO —Labuan			
Sarawak			
JAVA —			
Batavia			Sept. 27
MALACCA STRAITS —			
Singapore	Aug. 26	Oct. 1	Oct. 2
Penang			

The next inward mail, with Hong Kong dates to Sept. 27, is due here on the 13th inst. Telegrams from Shanghai, via Kiangtse, to 5th Oct., received on 30th, quote exchange at 6s. 1½d. for Bank paper, and private 6s. 2½d. Grey Shirtings, 8½lbs. Taels 2.55 to 60

List of Passengers.

PASSENGERS INWARD.

By last mail, to Southampton, per P. and O. steamer Nyanza, arrived Oct. 30.—From Hong Kong: Mr. J. Clifford and one second-class passenger. From Singapore: Mrs. Newlands and child, Mrs. Hodgkinson. From Shanghai: Three second-class passengers.

By last mail to Suez, per P. and O. steamer Candia, arrived Oct. 15.—From Shanghai: Mr. Browned. From Hong Kong: Two second-class passengers. From Singapore: Mr. A. Jacob, Mr. Wolkmet.

Per French mail steamer Moeris, arrived at Marseilles, Nov. 3.—From Yokohama: Messrs. Civetta, Lenerue, Lorenti, and ten Japanese. From Saigon: Messrs. Morur, Cabaille, Crecher, Geoffrey, Captain Varranes and servant. From Batavia: Messrs. Geerlings, Post, van Noorden, Hogenen, Vrameurs, Heyligers, Booramo. From Hong Kong: Hall and family (four), M. and Madame van Wameloo and child. From Hong Kong: Messrs. Mery, Montoro, and Coste. From Singapore: Messrs. Pellissier and Heliger.

PASSENGERS OUTWARD.

Per P. and O. steamer Ceylon, from Southampton, Nov. 4.—To Ceylon: Mr. and Mrs. J. M. Vanderspar and four children, Mr. Malcolm, Miss Malcolm, Surgeon-Major Baron. To Singapore: Mr. and Mrs. J. McLachlan, Mrs. Dunman and two daughters, Mr. and Mrs. J. G. Slade, Miss Laurie.

From Marseilles, Nov. 12.—To Ceylon: Mr. J. F. Dickson, Mr. and Mrs. Donnan, Mr. W. C. Miller, Mr. Alfred Williford. To Singapore: Miss Powell. To Shanghai: Mr. F. C. Dean. To Yokohama: Mr. Yokoyama, Mr. Yebina.

Per P. and O. steamer, from Marseilles, November 20.—To Shanghai, via Bombay: Mr. R. C. Antrobus.

Per P. and O. steamer Pera, from Southampton, November 20.—To Yokohama: Mr. and Mrs. McDonald and two children. To Hong Kong: Mr. W. H. Hooper. To Singapore: Mr. F. A. Sheppard. To Ceylon: Mr. Armitage.

From Gibraltar.—To Singapore: Mr. Wright.

From Marseilles, Nov. 28.—To Singapore: Mr. Jose, Mrs., and Miss d'Almeida, Mrs. Velge. To Hong Kong: Mr. Tait, Mr. Pedder, Miss Marsh. Mr. and Mrs. G. N. Minto. To Ceylon: Mr. and Mrs. Gunter. To Shanghai: Mr. Rodocanachi.

Per P. and O. steamer, from Southampton, Dec. 4.—To Ceylon: Mr. and Mrs. W. Thompson, Mr. Hayes. To Singapore: Miss Mary Thompson, Rev. W. and Mrs. Lisie, Mrs. Willans and two children, Miss Willans. To Hong Kong: Mr. N. J. Hannen.

From Marseilles, Dec. 12.—To Yokohama: Mr. R. E. Price, Mr. King, Mr. Verneid. To Shanghai: Rev. F. King, Mr. F. King. To Hong Kong: Mr. H. Smith.

Per P. and O. steamer from Southampton, Dec. 20.—To Ceylon: Mr. R. E. Crickett.

From Marseilles, Dec. 28.—To Ceylon: Mr. W. T. Sendall.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Advices from this port are to the 11th September. The French mail of 17th July had arrived out. The only interesting topics in this quarter are the wreck of the steamer *Singapore*, and the return of Admiral Keppel from Osaka. On the latter subject the *Japan Times* says: We mentioned in our last that Admiral Keppel and Sir Harry Parkes had left Nagasaki for Osaka, to demand compensation for the murder of two seamen of H. M. S. *Icarus*, at the Southern port. The *Salamis* came in on Sept. 3rd with the Admiral. He had left Osaka on the 1st and the Minister had proceeded to the prince of Tosa's territory. It was believed that the murders had been committed by two men belonging to one of this Daimio's ships, and this impression seemed to be shared by Sir Harry Parkes. The Shioogoon expressed his grief at the unhappy occurrence, but pointed out that Tosa was the proper person to apply to for redress, and, some confidential retainers of his being daily expected at Osaka, advised Sir Harry to open negotiations with them.

Tosa's men, however, had got intelligence of Sir Harry's pressing wish to see them, and immediately on their arrival took ship and went home. Sir Harry then followed them in the *Basiliak*, and after five interviews, has returned, we believe with very little satisfaction. Tosa had heard nothing of the murder, and denies that his people committed it, but professes his readiness to do justice if sufficient proof can be adduced to prove to him that such is the fact, and if he can catch the men, professions which have about as much value as the phrases which terminate an official letter. Mr. Satow has gone down to Nagasaki in one of the Prince's steamers with some of his people to investigate the matter farther. It is difficult to see how any redress can be obtained. We dare not, in the face of the public opinion of the world, compel the Shioogoon either to pay a sum of money to the families of these two murdered men, or to hand over to us for execution a couple of felons from one of his own galleys as their murderers. We exacted a large sum of money, £100,000, from the late Shioogoon for the murder of Mr. Richardson by the retainers of Shimadz' Saburo. At that time our diplomatists, and all who had hitherto written on Japanese politics, really thought the Yedo chief was the Sovereign of the country, and no voice was raised against this exaction, no heed given to the unfortunate prince's protestations that he could not help it, that he could not punish Satsuma, that he could not have prevented the occurrence. We are now better informed. We know that the Shioogoon had just suffered the utmost humiliation at the hands of Shimadz' Saburo; that the latter was far more powerful in Japan than he; that for him to utter a threat against the successful chief was not only ridiculous, but eminently dangerous. Stotsbashi's position is much the same. Tosa is one of the four Daimios who brought about the favorable peace for Chosiu, is intimately connected with Shimadz' Saburo, and one of the most important princes of the empire. Stotsbashi can no more control him than he can control the ebb and flow of the Inland Sea; and to make him responsible, to make his treasury pay an indemnity for these crimes would be to disgrace our name, quite sufficiently stained already by similar injustice.

The following items are also from the *Japan Times* :—

We have learnt with much pleasure that Stotsbashi has, for the present at all events, abandoned his intention of resigning the Shioogonate. That such intention existed is evidenced by the fact of a communication having been made to the China papers from Nagasaki, under date of August 10th, to the same effect as that made to us from an entirely different source, but on which we could not place implicit credence. He had certainly expressed his wish to abdicate, but the Daimios prefer, apparently, even the danger from his ability than the probable anarchy certain to characterise another long minority. They are doubtless right.

The representative of Prussia, M. Von Brandt, having returned from Hakodadi, the subject of the late attack on the Messrs. Schnell is under strict investigation. The Japanese authorities promise to punish the Samurai who drew upon them, according to their own law; but as they very probably think he has been punished to some extent already by the wound he received from Mr. Schnell's shot, and as he does not happen to be a retainer of the Shioogon, and his punishment by that prince might lead to difficulty with his own chief, it is doubtful that he will be punished at all if M. Von Brandt yields to the request of the Yedo authorities. One good has sprung from this unpleasant affair. A notification has been issued to the Samurai by the Shioogon's Government, that should any one of them attack a foreigner and chance to get shot, as in this instance, the case will not be taken up on behalf of the killed man's friends, and no prosecution will be instituted against foreigners. We have not much hope that such an edict will have the effect of stopping attempts at assassination; and as for revenging the death of a two-sworded man who might fall in such an attack, his relatives or friends would take care of that without troubling any Government whatever. Still, as a proof of good faith on the part of our ally, the Shioogon, the proclamation has its value.

The Dutch Minister has gone on a trip to Fusiya. The representatives of other foreign powers are either here or in Yedo.

The new official residence for the Governor of Kanagawa has just been completed, and his Excellency took possession a few days ago, celebrating the occasion by entertainments to the Legation and Consular staffs. He has just issued a Notification which gives us some guarantee against the recurrence of such a calamity as that of last November. It intimates to all holders of property in the native town, calling on them to come forward with their seals and pens and sign a circular lately sent round to them warning them against fire. He states that the fire last year occurred entirely through carelessness, and that much property was lost; that the Government has had to go to great expense in building, and that in future the occurrence of a fire will result in severe punishment of the careless person causing it.

The present mail brings full particulars of the loss of the P. and O. steamer *Singapore*, which, although a heavy misfortune to the company, will cause the public to place more implicit faith than ever in the safety of their vessels, owing to the admirable management of their boats. It appears that the accident occurred some ten days before the rough weather that was at first supposed to have been the cause of it. The ship was progressing steadily, and as all thought safely, towards Hakodadi, when, a little after noon of the 20th August she ran fiercely on to a sunken rock not laid down in the charts, but about a day's boat travel from Hakodadi. It is a square pinnacle about eight feet broad each way, and the Japanese know it by the name of Ki-ko-ra Iwa (rotten shell rock). The *Singapore* ran upon this at full speed, taking it just on the starboard bilge. Mr. Warden, of the P. and O. Company, and another passenger were looking over the side at the moment, and the former was just saying, "That looks like shoal wa—" when the ship struck. No great shock was felt; indeed, the sensation was as if she had run on the edge of a sand bank. She heeled over to port of course, was instantly off the rock with her side torn open, heeled back to starboard, righted, and began to fill and settle down. The engines were instantly stopped, and the engineer on watch ran up on deck to report the water above the cylinders, the water following him as he ascended, and even wetting his boots. How the firemen, who happened to be at the time in the coal-bunkers, managed to escape is a mystery; perhaps they were floated up by the rising water. The fires were at once extinguished, and a dense column of steam and ashes thrown up from below. Seeing the

water up to the platform in the engine-room, level in fact with the water-line outside, Captain Wilkinson ordered the boats to be lowered and the passengers placed in them, a service which, as we have said, was performed in less than six minutes. The gig was first in the water, and into her went Messrs. Keswick, Merry, Bovenschen, Grosser, Schmidt, De L'Arbre, Dr. Mourier, and Messrs. Warden and Davison (P. and O. Superintendents). With her crew, the boat carried seventeen persons. Captain Wilkinson, not observing that the ship was off the rock, ordered the gig to make for Low Island, land the passengers, and then return to assist in saving treasure and cargo. Meanwhile, the remaining passengers and most of the crew having been got into the boats, Captain Wilkinson and his officers, with some of the men, remained on board as long as possible collecting the passengers' baggage, provisions, his chronometers, and other requisite instruments. All this time the vessel was slowly settling down. At last, about an hour after she had struck, he ordered the few remaining with him into the jolly boat, and pushed off, the stern ports being then about ten inches from the water; himself the last to leave the wreck. The other boats he had previously sent off together to make the nearest land. When he had got clear about two or three hundred yards he saw the last of his ship. The after compartments being filled with water, they over balanced the fore part: she turned as if upon a pivot, the stern disappeared, her fore-foot rose thirty feet out of the water, and she sank at once. A few seconds after she had disappeared the pent-up air in the fore compartment burst it with a crash; a great heap of broken water was thrown up into the air, and for two hundred yards around planks and beams and other fragments of the wreck shot up from below—some close to the jolly boat.

Captain Wilkinson picked up some of the other boats, put into each of them one of the officers he had with him, and then the little fleet of six boats made for the shore. The passengers on board of this detachment were Messrs. Taylor and Le Mare, MM. Valmale and Del'Oro, Blanc and Parravicino, White, Captain C. A. Fletcher, Chisholm (P. and O. Service), Orlet, and Dr. Campbell, three male Chinese and one female. They could not fetch up to the place where the gig had arrived, and had to run into a large village called Shimofra. They were well received on landing, and the party passed the night less uncomfortably than might have been expected. Strange insects annoyed them however, one particularly venomous little black creature being remarked, from the effect of whose bite some have not even yet recovered. At day-break Captain Wilkinson started to look after the gig and her crew, and after a fatiguing ride reached them on the 21st. He then sent back for the lifeboat, and with Mr. Davison, Captain Fletcher, and Mr. Atkinson (2nd officer), started in her for Hakodate. They crossed the strait, but could not get round Hakodate Head, so had to land on the beach about 5 miles from the town, which they finally reached after a fatiguing walk through heavy sand early on the morning of the 22nd. Mr. Eusden, H.B.M. Acting Consul, received them and went at once with them on board the Prussian corvette *Vineta*, the only man-of-war in harbour. Captain Kuhn listened to their story, and in an hour she was under way and proceeded, with Captain Wilkinson, to pick up the people on the coast. Nothing could exceed the kindness shown by the *Vineta's* people to the passengers of the *Singapore*. When they came on board they were received with a cordiality which could not have been exceeded; but of the unlimited and generous kindness of Captain Kuhn and his officers the best proof is a letter which was addressed to him by those they had saved. The conduct of the native Government next claims our admiration. In the harbour was a Japanese steamer—the *Taipan-gyo*, chartered by the native authorities to an association of merchants to proceed to Nee-e-gata, and to take a cargo of rice thence to Yedo. This vessel after considerable negotiation with the Toya, or head of the guild, the Governor placed at the disposal of the British Consul gratis, to convey the shipwrecked people to Yokohama, sending on board also as much as he could in the way of provisions. We shall probably never be able to ascertain what the Government of the Shioogon had to pay in compensation to the merchants for breaking their agreement with them; but when the attempt was made by the English Consul to charter her from the guild itself, forty-eight thousand bous was the sum at first demanded. The ship being at last at the disposal of the unlucky visitors, they left Hakodate in her on the 30th August, and arrived safely at Yokohama on the 4th September. On the way down Europeans and Japanese had

become well acquainted, and the treatment experienced by her passengers at the hands of the native crew is described as exceedingly good.

In the meanwhile, H.M.S. *Perseus* had left Yokohama in search of the missing vessel, and by her no doubt the rock will be carefully surveyed. The ship carried a cargo of sugar and other various merchandise, with \$17,000 in treasure, chiefly in Japanese coin. A considerable part of the insurance was, as usual, taken by the company under their Red Bills of Lading, and for the rest we believe the North China Insurance Company is chiefly responsible. The total loss is small. At a naval Court, ordered by the Admiral at Yokohama on the 9th, Capt. Wilkinson and his officers were declared clear of all blame, and complimented on their good conduct in trying circumstances.

CHINA. SHANGHAI.

Dates from this port are down to 19th September. The outward mail of 26th July arrived on 8th September.

The following items are from the *North China Herald* :—

A meeting of land renters has been held for the purpose of receiving the new assessments on land and houses that had been drawn up by the respective committees appointed for that purpose. As will be seen from the report of proceedings, a rather animated discussion took place. The new house assessment was adopted, but the rates fixed by the land assessment committee were rejected as excessive, and a revision decided on—4,000 taels being laid down as the highest value per mow to be fixed for the best bund lot, and 30 taels as the lowest on the most out-of-the-way. Two committees were suggested to carry out this revision, one including the finance committee of the Municipal Council, one not doing so. But the finance committee declined to act as assessors, and the other gentlemen proposed declined to act without their assistance. The motion finally adopted therefore became inoperative, and the meeting was obliged to vote supplies on the basis of the old assessment until a compromise can be effected and the reassessment proceeded with.

A meeting of shareholders in the China Fire Insurance Company has also been held, to receive the report of the directors on the working for the past half-year. The results were satisfactory; but it was strongly urged that the insurance of buildings in Japan should be altogether abandoned, as too risky.

The harbour authorities have made arrangements to have the wreck of the barque *Tientsin* blown up. She is sunk, it will be remembered, near the entrance to Woosung, and the removal will be a great boon to vessels entering this port. We should be glad to hear that it was intended also to blow up the wrecks of the *Hellespont* and of the Chinese junk, which have so long obstructed the fairway a little lower down. The latter lost, during the late typhoon, the only mast which had hitherto served to mark her position.

The ship *Dartmouth* picked up the deserted barque *Siam*, laden with beancake, outside the lightship. There is, we believe, likely to be some enquiry into the circumstances of her abandonment.

The works at the Church have been suspended, but a subscription list is being circulated in the endeavour to raise funds to enable their resumption. If a sum sufficient to warrant the contractors in proceeding be subscribed, operations will be renewed; if not, they will remain in abeyance until definite arrangements be made.

At a meeting held at the Club Concordia, for the purpose of revising the rules for the newly formed Dramatic Association and Liedertafel in connection with the club, Mr. Noetzi, who has from the beginning been most indefatigable in arranging the matter, was elected director by unanimous vote of the members, and Mr. Hogqvist conductor of the Liedertafel.

At Ningpo a new police force has been formed, under the auspices of the Taotai, for the protection of the foreign settlement. The force is to be controlled by a Wei-yuen, who is to be appointed by that official, and his Excellency has selected Colonel Cooke, commandant of the local Anglo-Chinese contingent, for that post.

Chefoo advices state that, after allowing the Imperialists to complete their entrenchment, the rebels carefully neutralised its effects by getting into some junks on the north coast, and landing in its rear. All Li's work therefore is thrown away, and the entrenchment across the Shantung promontory converted into a ridiculous movement of failure. The Futai of

Shantung was in command at the trenches. On him, therefore, will possibly be thrown the responsibility of their escape, to avoid the difficulty and possible danger of attempting to degrade Li. The rebels are not, however, yet quite clear, they have still to evade the main army under Li, which is encamped farther westward, before they can get into Honan. The task however is much easier than that which they have just accomplished, and no doubt they will succeed. After landing in the rear of the entrenchment, they divided into two bodies and marched southward. Since then, nothing further has been heard of them. It is reported that a large body of Imperialists have deserted to them. Tientain advices speak of great disappointment in the North, in consequence of the escape of the Nienfei from the Shantung promontory.

The following items are from the *Friend of China* :—We hear from Hankow that there is every probability of Mr. Gordon, of the bankrupt firm of McKellar and Co., being sent to our consular gaol for the period of a year, which the law prescribes for people who play with other men's property in the way this gentleman has played. Indeed, had Mr. Myburgh elected to do so he could have prosecuted him on behalf of his Chinese clients as a criminal, and so, perhaps, have lodged him at the Hong Kong treadmill for a spell.

We have much pleasure in calling the attention of our readers, and more especially of those at the outposts, to the establishment at Shanghai of a news agency for China and Japan. This enterprise, which we consider well worth patronising, has been started by Mr. G. W. Anthony, who has already in San Francisco had considerable experience in this line of business. His object is to enable all, both residents of Shanghai and the coast ports, to get home news immediately upon the arrival of every U. S. mail from New York and San Francisco. In addition to the news department he has now on the way here a large collection of standard English and American works, which he will keep replenished as occasion may demand; and if he would make a still further endeavour to favour Shanghai, we would recommend to him the establishment of a free circulating library.

The premises recently owned by Messrs. Johnson and Co., including the house formerly occupied by Messrs. Preston, Bruell and Co., have been purchased by the authorities as quarters for some of the Custom-house employes who now live in Yuen-ming-yuen-road.

We observe that the action arising out of the recent collision between the P. and O. steamer *Malacca* and the barque *Tientsin* has been set down for hearing in the Court of Vice-Admiralty for the 26th inst., the damages being laid at \$17,500.

The Chinese Government has resolved on having constructed in Enrope eight chain gunboats, armed with powerful artillery, to be employed in putting down piracy. The Japanese Government, on its part, has already ordered several gunboats in France for the same purpose.

Mr. Drummoud, who lately absconded from Hong Kong, has turned up at Shanghai, and started the firm of Woodward and Co., with the view of doing the Chinese. The worthy who established this firm had dressed himself up in the outward semblance and garb of a house of business, and had succeeded in inducing some Chinamen to trust him with 180 bales of silk, which "purchase" had the immediate effect of raising the market as much as 20 taels. Suspicion, however, by degrees began to be excited. The "house" had contracted to pay for the goods on the 17th, and were going to sell bills—so they told the brokers—but had not settled upon whom they would draw. This and other little inconsistencies, roused the tardy fears of the natives, who took the precaution of watching the godown in which the silk was stored. This precaution it turned out was not unnecessary. Attempts were made in every direction to obtain an advance upon the goods, but these proved in vain; and the result was that the particular scheme laid out has fortunately been frustrated. A gentleman with whom the silkmen were acquainted in business was begged to offer his assistance, and he took occasion to call upon Messrs. E. and A. Woodward and Co. and demand a few explanations. He ultimately succeeded in regaining possession of the silk, and next day Mr. Woodward, alias Drummoud, an escaped convict from Hong Kong, disappeared from the scene of his labours.

Discussing the subject of extravagant expenditure, the *Friend*, after reviewing the conduct of the clerks, says :—

Turn we now to the senior mess. This comprises the partners and *per pros*. It rests with them to represent and keep up the dignity and hospitality of the house—its select dinner parties, balls, and *séjourns*.

Here we have the European butler, the French cook, the carriage and

pair with tiger behind, the private billiard table, the country seat—and so we go on until in an unlucky hour we buy tea and send it home. It realises a loss. The banks are not paid. The bills are returned, and we simply burst up. Well, it is but a mercantile failure; no one would dream of asking why did you keep up such an expensive establishment, why did you have six clerks at six to nine hundred pounds per annum each when you could have done with three at two to five hundred each as well? or why did you live with the extravagance of a millionaire? No, we take our dividend of sixpence to half-a-crown in the pound, and thankfully remark, who would have thought of Brown and Co. smashing! And so we take it as all correct, and allow the partners 200 taels per month, equal to £800 per annum, to live on while they are settling up. Brown and Co. are out of the game, and the deal passes on to the next one. Landowners and householders, let your properties on terms that you are well assured your tenants can pay.

Tenants, don't allow your landlords to take advantage of your dire necessities in charging you such preposterous rents.

Junior clerks, be careful of your employer's pockets and don't ride too heavily the willing horse.

Partners and managers, don't ship produce that you can't stand a loss on if it does not turn up trumps. Make retrenchment the order of the day, and don't allow the youngsters too often to write the magic words *Comrade pay*.

Bank managers, if you expect to get back your principal don't lend your money to people who are willing to pay you extravagant rates of interest, as you may get neither one nor 'tother.

Let our merchants combine in unison one with the other to combat their one common enemy, the Chinese guilds, and bring down their markets to such a scope that their operations may be at all times profitable. Let us take for our battle cry, "small profits and sure returns, domestic economy, and combined action," so shall we, having cast from us our former egregious follies, rise from our present slough of despond, and shine forth more firmly prosperous than we did while the first flash of early success was upon us, and, having passed through the vicissitudes of the past crisis, we shall, as veterans, not be so easily lured from the paths of discretion. Then, and not till then, shall we see this model settlement become once more the great emporium of the East, the pride of the merchants, the envy of the world!

HONG KONG.

Dates from this port are to the 24th September. The outward mail of August 10th, conveying also London telegrams to the 28th, was delivered on the 18th September.

Mr. William Keswick is gazetted a member of the Legislative Council, in the room of the Hon. James Whittall, resigned. The Hon. F. Forth has been appointed to the magistracy, in the room of Mr. F. W. Mitchell, who has been appointed Collector of Stamps.

An extraordinary general meeting of the shareholders of the Union Dock Company was held on the 19th September. The report of the directors showed that the results of the year could not be looked upon as satisfactory, the profits having been reduced to the extent of \$2,000 by the loss of the company's chop at Whampoa. The meeting adopted the report and elected the following gentlemen directors for the ensuing year: Mr. G. F. Heard, Mr. W. Nissen, Mr. L. Beyer, Baron de Cercal, Dr. Murray, Mr. Arthur Sassoon, and Mr. Margesson. The meeting was adjourned to the 7th October, after a vote of thanks to the chairman had been passed.

The owners of the ship *Veritas* have claimed in the Supreme Court salvage for saving the Portuguese vessel *Yeddo*, with her cargo and the lives of the crew. The owners of the *Yeddo* had tendered \$3,363, or £700, but refused to satisfy any claim for a larger sum. The Chief Justice, after hearing the facts of the case, fixed the award at \$6,500, of which sum \$4,000 was to be divided among the crew of the *Veritas*, and the balance to be paid to the owners of that vessel.

(FROM OUR OWN CORRESPONDENT.)

Sept. 23, 1867.

The only public topic of interest in Hong Kong continues to be the financial policy inaugurated by Sir Richard MacDonnell, in despite of the opposition expressed by the community and of the Legislative Council. The Ordinance embodying the privilege of deriving a revenue from licensed gambling was passed on the afternoon before the last mail's departure, notwithstanding an earnest protest by the Hon. Francis Parry, one of the newly-appointed members of Council, who forcibly exposed the hypocrisy of the attempt to pass off the measure as a contrivance for the suppression of crime, and twelve Government gambling houses are now in full blast in various quarters of the town. Nothing but the Havana coolie trade is now wanting to raise Hong Kong to the same prosperous and dignified level as that on which Macao so proudly stands. No element of a disagreeable character has been lacking in the progress of this piece of legislation, the triumph of which was openly advocated by the mouthpiece of the Governor's policy—the *Daily Press*—as the only possible escape from the horrors of the Stamp Act; an argument which told very powerfully upon the mercantile community in general, but simultaneously with

the opening of the gambling-houses the announcement was made that the Stamp Act is at once to be enforced, and such is actually the fact. The Postmaster-General is nominated Commissioner of Stamps, and the next *Gazette* will probably contain the proclamation of the Ordinance. It appears, therefore, that the Colonial-office has paid little if any attention to the memorial forwarded from hence last year, protesting against the introduction of this measure; but it remains to be seen whether the anti-gambling memorial, which is now in course of preparation, will be similarly neglected in the face of the objection so strongly entertained in England to financial measures so ingeniously based on the prevalence of vice and crime. An exceedingly well-written letter on this subject by the Rev. F. S. Turner, of the London Mission, appears in one of the local papers, bringing thorough knowledge of the Chinese people, their character and ways, to bear upon the Governor's project, which he naturally strongly condemns. For plain speaking the concluding sentence in Mr. Turner's letter is almost unparalleled. "It is impossible," the rev. gentleman says, "to save both Sir Richard's integrity and his intelligence; and I for my part would be glad to believe in the former at the expense of the latter." This is certainly a very neat way of drawing the distinction between knave and fool!

Apocryph of the London Mission, a Chinese of singular erudition, who has been employed for several years by the Rev. Dr. Legge as his assistant in the preparation of his *magnum opus*, the translation of the Chinese classics, is about to undertake the dreaded journey to England for the purpose of rejoining Dr. Legge at the latter's request. Wang Taou, as this Chinese scholar is named, is a man infinitely superior in position and education to the wretched Government clerk who was introduced in England last year by Mr. Hart as "his Excellency Pin Ta-jin," and so preposterously fêted by the Government and the aristocracy; but, as Wang Taou will not have the benefit of Mr. Hart's diplomacy, and can confer no factitious lustre on the foreign Customs administration, he will probably make but a very modest impression on the British public.

The seemingly inevitable tendency on the part of all individuals placed in the position of Inspector General of the Chinese Maritime Customs to arrogate despotic power over not only a portion of the Chinese administration, but also as far as possible over all foreigners in China is becoming very noticeable in Mr. Robert Hart, now that this very talented gentleman considers himself firmly established in the position from which he ousted Mr. Lay. His great ambition is known to be the concentration in the hands of his subordinate commissioners of those judicial functions with respect to foreigners which the Chinese Government has been compelled to recognise as beyond its scope of action, and which are necessarily confided to the Consular representatives of the various Powers. In every Customs' regulation promulgated by the Inspector-General a stealthy step in this direction may be discerned, and the latest autocratic device of this kind, his Pilotage Regulations, in which Consular authority is ignored, and his subordinates are invested with uncontrolled power to fine and otherwise punish foreign pilots, besides hampering foreign shipping with heavy and unnecessary expenses, has called forth an earnest protest, addressed to H.M.'s Minister, from the Shanghai Chamber of Commerce. Another step in the same direction has quite recently been manifested in a set of regulations published at Shanghai, devised for the purpose of enabling Chinese subjects to become the owners of foreign-built vessels—a heavy blow at the coasting trade, which is now chiefly in the hands of British shipowners. These regulations are published, it would seem, tentatively, for the purpose of eliciting an expression of public opinion, as they are neither signed nor dated. Should they receive the approval of the British, French, and United States Governments, Chinese-owned steamers and sailing vessels will speedily monopolise the coasting trade, as their chief management would enable them to reduce freights far below the level that would be remunerative for foreign vessels.

The political news from the North continues to be conflicting, but there seems good reason for believing that the Nien Fei in Shantung have successfully eluded the beleaguering force of the Imperialists.

Commercially, there is nothing new to report. Quotations are unchanged. Exchange Bank, 4 mos. sight 4s. 4½d. to 4s. 4½d. Credit, 4s. 5d. The latest clearance for London from Canton with Teas is the *Hyacinth*, which left on the 18th inst. with 135,000 lbs. Black and 165,000 lbs. Green Teas.

COCHIN CHINA.

SAIGON.

“A letter from this port, dated 29th September, says, “The British Gunboat *Leven*, Lieut. Cameron, arrived here on the 16th. She reported having captured and destroyed 13 piratical junks between Hong Kong and this.—She left on the 21st for Labuan. H. M. Steamer *Argus* arrived on the 27th from Hong Kong; after receiving provisions and coal, she will proceed on to Singapore.

“On the 14th instant the merchants entertained H. E. the Governor at a ball and supper. There were 20 ladies and about 200 gentlemen (including Army and Navy) present. Dancing was kept up till 3 A. M., and the entertainment was well appreciated.

“Several vessels are loading rice for Europe and Bourbon, and though it is now late in the season, business is fairly brisk. The correct exports of rice, to all quarters, from 1st January to date—are, 2,549,875 piculs, or over 150,000 tons!”

STRAITS SETTLEMENTS.

SINGAPORE.

Dates from this port are to the 2nd October. The outward mail of 17th August was delivered on the 20th September, and that of August 26th on the 1st October.

His Excellency the Governor arrived on the morning of the 2nd October in the colonial steamer *Peiho* from Malacca and Penang.

The following items are from the *Straits Times* :—

Whilst three European seamen belonging to the Dutch ship *Jeddo*, lying at New Harbour, were going on board a vessel moored alongside the Borneo Company's wharf, the plank from the vessel to the wharf gave way, and the men fell into the water. One of them was rescued with a few bruises, but the other two were drowned, and their bodies have not up to the present time been recovered.

As the mail steamer *Orissa* was proceeding out of the harbour on her voyage to China, she was signalled to heave to by H.M.S. steamer *Zebra*, which she did; when after a detention of upwards of half an hour, some mails were put on board from the *Zebra*, and she proceeded on her voyage. We are sorry to find an officer so much respected as Captain Pollard deservedly is exact from an overdue mail steamer an arbitrary and, we are certain, useless delay of this sort. What could have been the importance of Captain Pollard's half-a-dozen letters compared with that of the entire English mail to China?

Two Bills have been introduced, the first being a “Bill to Amend the Law relating to the mode of reviewing Summary Decisions of Magistrates of Police,” and of a “Bill to Extend the Merchant Seamen's Act to Ships of the Colony.” According to a memorandum accompanying it, “this Bill was moved into committee and the sections approved of, but an honourable member suggested that it should not be passed before having the opinion of his Honour the Chief Justice. The Bill was then forwarded to his Honour, who returned it without objection. Since then the Ordinance of the Hong Kong Government for the same purpose has been brought to notice, containing different provisions as to the payment of costs by magistrates, and the Bill is now amended, so as to agree with the Hong Kong Ordinance in this respect.”

The second Bill, which is to extend the Merchant Seamen's Act to Government vessels of the colony, has the following memorandum attached to it:—“The Master Attendant has reported that he has found difficulty in managing the crews of the colonial steamers, owing to the want of any means for binding them by agreements to serve under the Merchant Seamen's Act of 1859. That Act provides that the Act shall not extend to ships belonging to or in the service of Her Majesty, and it has been doubted whether this exclusion extends to the vessels of the colony. The colonial vessels are not under the Naval Discipline Rules, and as some arrangement ought to be made for engagement and discipline of their crews, the present Bill is introduced for the purpose.”

The steamer *Telegraph* is advertised to run regularly between Singapore and Penang, calling at Malacca, from the 20th of October.

The colonial steamer *Pluto* was advertised for sale by public auction on the 8th of October, with all her appurtenances.

The arrival at Singapore is announced of Rajah Brooke's steamer *Royalist*, Captain Thompson, from Greenock, with down to the 5th of May, having called at Queenstown and Simon's Bay. On the 1st of August, in lat. 37.8 S., lon.

27.5 W., Captain Halkesworth, commander of the *Royalist*, died of acute disease of the throat. The steamer was brought into this port under charge of Mr. Thompson, the chief officer. She was detained twenty-three days at the Cape, in order to allow the late captain to undergo medical treatment.

The British steamer *Adeline*, Captain Finlay, from Falmouth, with dates to the 11th June, arrived at Tanjong Pagar 26th September. This vessel when launched was named the *Victor*. She was afterwards purchased by the Confederate States Government, who fitted her out as a cruiser under the name of the *Rappahannock*.

THE FAILURE OF MACKELLAR AND CO.

(North China Herald.)

We have hitherto refrained from commenting on Messrs. Mackellar and Co.'s bankruptcy, expecting each week to see the Hankow local paper take up the subject. Two months, however, have elapsed since this event (one of the utmost importance to all connected with the port that paper represents) took place, and though Hankow editors generally can have had no plethora of other news to complain of, they appear as yet to have found no room in their columns for a review of this case. We think then we shall only be fulfilling a debt to our Shanghai readers, many of whom must have been personally interested, if we publish a few remarks on the evidence that has yet transpired.

Mr. W. G. Gordon, in his examination at the Hankow Consulate on the 6th July, begins by stating that the capital of the firm at the time of the formation of the partnership on the 1st July, 1862, was 80,000 taels, yet he goes on to admit that already in 1861 they were involved in land speculation to the extent of 200,000 taels, the capital to purchase which had been largely raised by loans. As the greater portion of such land—bought on speculation—must have been unproductive, we can only imagine, in the absence of a contrary statement, that this capital of 80,000 taels, a capital on which a new business was to be worked, had no actual cash existence.

Thus far as to capital; with regard to the business transacted on its base Mr. Gordon, in his examination, goes on to say. “In March to May 1867 we had no goods in our godowns or hands of constituents that were not under lien. We had no balance either in our own hands or in that of our bankers to any extent.” Now in 1866 Messrs. Mackellar and Co. appear to have struck a balance showing a credit in favour of the business of tls. 82,000, against which, however, stood a doubtful Chinese debt of tls. 85,000, leaving Mackellar and Co. really some fifty thousand taels to the bad at the commencement of 1867, to which must be added another fifty thousand due on land over and above its actual value. Mr. Gordon then states that during 1867 “we were pressed by all our constituents to whom we are indebted—Blain, Tate and Co., Thorne and Co., Reid and Co., and Mr. Holdsworth—Harvey, Brand and Co., requested remittances, &c.” We shall therefore be not far wrong, if, in the absence of any published accounts, we estimate that Messrs. Mackellar and Co. commenced this season with a known debt of Tls. 150,000 hanging over them, in addition to the expectation of having to meet heavy losses on home shipments then unaccounted for.

Under these circumstances, then, and just one month before their failure, they “went in” for tea, of which they bought in this short interval, in the face of most discouraging advices from Shanghai, no less than forty thousand chests. Having no money to pay for these large purchases, they appear to have obtained advances from the Chartered and other banks in Hankow, a portion of which they applied to the satisfying of the legitimate claims of the tea sellers; the balance, no less than one hundred and forty thousand taels, was paid away on various other accounts. These payments were thus actually made out of funds obtained by mortgaging goods for the cost of which Messrs. Mackellar and Co. were still indebted to the original owners. The extent of the wrong thus perpetrated on the sellers of tea is more clearly shown when we consider that after their very first purchases Messrs. Mackellar and Co. must have known from their Shanghai friends that instead of a margin of profit an actual loss was to be expected; yet with the knowledge of this and of their heavy previous liabilities, they continued to purchase and to mortgage more teas as the season went on, teas which too confiding tea-men had entrusted to them. It is not our intention to scrutinise farther the payments of tls. 140,000 made in one month out of the money thus obtained; but many of the items demand a careful investigation. Of the teas thus shipped it appears that Messrs. Blain, Tate, and Co. were favoured with a margin of 40 per cent. on some teas consigned to them—said teas being actually wholly or entirely unpaid for. Others had margins put in their hands of only 20 per cent. Under these circumstances what does Mr. Gordon mean by saying “I anticipated no difficulty with the Chinese. I expected the margins back from Shanghai any day to pay up the taels 140,000.” Did Mr. Gordon as a man of business positively expect that Messrs. Blain, Tate, and Co. and other old creditors to whom he shipped would actually return him these margins in preference to reimbursing themselves with the property thus placed in their hands? If not, what deduction is one compelled to draw from such facts? We fear that indeed the foreign name has been seriously disgraced in Hankow, and we can well account for the indignant proclamation of the Taotai there. Though written with a most unfair disregard of the countless instances of honest and liberal trading on the part of foreigners generally, it exhibits the state of feeling current among the Chinese at the port, a feeling which we fear will do more ultimate harm to the foreign trade of Hankow than all the other disasters of which the river trade has of late years been the unfortunate victim.

There are many other facts connected with this lamentable case which want of space compels us to pass over, though we think the subject deserves a further notice at our hands. We can only say now that it remains for the unfortunate creditors to insist on a clear statement of accounts, by which it is to be hoped that some of the obscure facts elicited from Mr. Gordon in his examination will be cleared up. If, as appears from the statement yet published, the debts of old creditors have been

alleviated at the expense of new ones, it rests with these new creditors to bestir themselves, and, even at a loss to the estate, to let our Chinese friends see that such dealings cannot go unchallenged even through the whitewash of a British Bankruptcy Court.

THE HONG KONG PENSION LIST.

(Daily Press.)

When we see the pension list growing at the rate of four names in a year, it is impossible to avoid reflections which need not be held to imply the least dissatisfaction at the fact that certain rewards are assigned to particular men, but which, at the same time, raise grave doubts as to the justice of the pension system which is established in this colony. A pension, to begin with, is in the nature of a gift, and whether a gift be great or small, it is hardly sound doctrine to make it at other people's expense. If the Hong Kong pensions were in any way conferred by Hong Kong, there would be less to say against them, because the total amount, so far as the system has been carried as yet, is not oppressive or out of proportion to the colonial revenue; but if the money is to be given out of our pocket, it seems hard that the Colonial-office at home should have the giving of it. This is a Crown colony, and the public servants are appointed, without any intervention on the part of the colonists. If all the people in the place were agreed in wishing to give any particular man a particular appointment, they would be utterly powerless in the matter, and must be content to see a stranger appointed by the Secretary of State at home. To say that the civil officers of the Government serve the colony, indeed, is a mistake. They serve John Bull, and administer an estate which he has bought in the China Sea, collect his rents from the tenants, and keep them in order for him. There is no reason at all why they should wear out the best years of their lives on the estate and not receive the same sort of rewards which are given to other men in his service at home. On the other hand, there would be no reason why the officials of Hong Kong should draw money from the Imperial exchequer if Hong Kong were in the position of other colonies, a little scrap of British territory where the residents enjoyed the same rights and privileges which they would exercise at home. It is just as unfair, however, to make Hong Kong, as it is, pay the pensions of people who are not in its service, though they reside here, as it would be if Hong Kong were such a colony as South Australia to saddle the civil service pensions on the Colonial-office. It would be bad enough if Hong Kong were merely expected to pension people in whose appointment it had no voice, and if the actual gift of the pension were decided by a vote of the Legislative Council; but as it is the applicant for a pension makes his bow in London to the Secretary of State, that gentleman takes his case into consideration, and if he takes a favourable view of it, graciously puts his hand into our pocket, "without so much as, 'by your leave,'" and confers the pension. You cannot be generous with other people's money. It is worse than robbing Peter to pay Paul, because in that transaction it is assumed that you are in Paul's debt, and if you leave him unpaid you cheat him. It is robbing Peter to make Paul a present, which is a wholly indefensible proceeding. It is true that the Hong Kong pension system is only one of many anomalies observable in the Government of this singular colony, but as far as it goes it is an aggravating little anomaly, which might be remedied by leaving the gift of pensions to the non-official members of the Legislative Council. Assuredly it is not the money which the Hong Kong taxpayers grudge, but the gratitude which the Home Government so meekly appropriates at their expense at present.

LIST OF PENSIONS.

Col. Cairns, 5,040 dols.; E. R. Mitchell, 451 dols.; W. Chapman, 704 dols.; W. H. Mitchell, 758 dols.; Foo Shun, 140 dols.; Bishop Smith, 1,440 dols.; C. St. G. Cleverly, 2,000 dols.; J. C. Power, 960 dols.; Rev. J. J. Irwin, 1,280 dols.; W. T. Mercer, 3,248 dols.; Man Schoa, 277 dols.; total, 16,286 dols.

EXCHANGES ON LONDON.

[For dates, see first page.]

At	Bank. 4 months' sight.	Bank. 6 months' sight.	Private. 4 months' sight.	Private. 6 months' sight.
Yokohama	4s. 5d.	4s. 5d.	4s. 5d. to 4s. 6d.	4s. 6d. to 4s. 6d.
Shanghai	6s. 1d.	—	6s. 1d.	—
Canton	4s. 4d. to 4s. 4d.	4s. 4d.	4s. 5d.	4s. 5d. to 4s. 6d.
Hong Kong	—	—	—	—
Manila	4s. 4d.	—	—	4s. 3d.

At Shanghai, bills on India, Rs. 803 per 100 taels. At Hong Kong, Rs. 218 to 219 per \$100. Bar Silver at Shanghai, 111.4.0; at Hong Kong, 11 1/2 per cent. premium. Mexican dollars at Shanghai, 11s. 7d. per 100; and exchange on Hong Kong, 28 1/2 discount. Hong Kong and Shanghai Bank shares, new, 2 dls.; Gas Company, par; Hong Kong and Whampoa Dock, 7 to 15 per cent. prem.; Union Dock Company, 26 per cent. dis.; China Traders' Insurance, \$150 per share premium.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

BRADY—On the 10th Sept., at Mrs. Boyle's, Hongkong, Shanghai, Mrs. Elliott, of the Hotel, Woonang, of a son.
EMERSON—On the 24th Sept., at 7, Beach-road, Singapore, the wife of Mr. C. Emerson, of a daughter.
FARR—On the 14th Oct., at 333, City-road, the wife of F. Farr, Esq., late of Shanghai, of a daughter.
GRANT—On the 27th Aug., at Kiechta, Oriental Siberia, the wife of C. Mitchell Grant, Esq., of a daughter.
JAMISON—On the 11th Sept., at Ningpo, the wife of W. B. Jamison, Esq., of a son.
KUSTERMANN—On the 30th Sept., at Singapore, Mrs. F. Kustermann, of a son.

MARRIAGE.

NEW PRINCE—MINJOOT—On the 24th Sept., at St. Andrew's Church, by the Rev. Charles J. Waterhouse, M.A., Charles Edward Hemmicks to Helena Edwina, youngest daughter of Mr. John Minjoot.

DEATHS.

COOK—On the 26th Sept., at Singapore, Capt. James Cook, late pilot of Bangkok.
CAUTCHETT—On the 5th Sept., at Shanghai, of cholera morbus, Mr. James H. Crutchett, aged 28, a partner in the firm of H. Fogg and Co.
DE TRUY—On the 27th Sept., at Singapore, Madame Camille Arman de Melaine, the beloved wife of Mons. Paul Brasier de Thuy.
EARLE—On the 7th Sept., on board the s.s. Express, at Shanghai, suddenly, of heart disease, aged 33, Mr. William Earle, for three years chief officer in Messrs. Sassoon, Sons, and Co.'s employ.

COMMERCIAL REPORT.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—The inactivity in the Silk and Tea markets and consequent scarcity of money among the natives has reacted upon the import trade, which has been generally dull. Yarn has continued, however, in fair request, and stocks being light, holders are pretty firm. Grey Shirtings have been quiet, with a slight downward tendency, but not of sufficient importance to lower rates. White Shirtings are quite out of demand, but in Dyed something has been done. The inquiry for Black Velvets has continued, and these goods have again advanced in price. Some slight clearance of the enormous stock of Taffachelass has taken place. In Woollens and Woollen mixtures only SS Camlets have shown any activity, most other goods being dull at prices which are quite nominal. We may call importers' attention, however, to an addition to the list—that of Mouselines de laine, for which some demand is being evinced. Red and Imperial violet are the favourite colours. Metals are dull. In cotton there is nothing doing. The weather continuing unfavourable to native-grown Sugar and Rice, foreign importations have improved in demand and price. Cotton Yarn: All counts continue in fair inquiry, 28 to 32 being most in demand. Stocks are light. Grey Shirtings: Sales of 8 lbs. 4 to 6 oz. are reported at 0.05 lower. The staple has been generally in less demand, but Stocks are moderate and holders mostly firm. White Shirtings: In T-Cloths some small sales have been made at rates unchanged from those of last mail. Dyed Shirtings: Assortments with half gentian in them are worth \$4.30; and we know of a sale of 1,000 pieces all blue at \$4.60; but ordinary parcels are with difficulty placed at \$4.00. Black Velvets are in good demand at an improvement in price; \$11 is easily procurable for good colour.

TIENTSIN.—The import trade in British and American goods has undergone little change, the demand continuing of the most limited description, and rates for manufactures continuing to gradually go lower. 8 1/2 lbs. Grey Shirtings are quoted at taels 2.40 to taels 2.45, and 8 1/2 lbs. White Shirtings at taels 2.55. The three or four traders who lately arrived from Shansee have not done any business in imports, and silver is extremely tight, so that it is almost impracticable to do business for cash, but only in barter.

SHANGHAI.—Simultaneously with the departure of the last mail a demand sprang up for Grey Shirtings, and a good business resulted at slightly higher rates. Since then the inquiry has almost entirely ceased, and prices have returned to their former level. T-Cloths, no change. Fancy Goods: Fair sales of D. Brocades at 11s. 3 per piece. Long Ells: Some transactions in C.P.H. Scarlet at 11s. 7.10; other woollens very dull. Metals—Iron, Nail Rod: There has been some excitement in this market, and dealers have appeared anxious to secure desirable assortments, for which 11s. 2.70 has been freely paid. The small quantity known to be on the way encourages a hope of a firm market for some months. Coals: Prices have been well maintained for all descriptions; of house coal there has been an absolute dearth, and unless arrivals shortly take place this article will form a considerable item in domestic expenditure this winter.

There has been a little more business doing in the market for imported goods, but the movement is yet very far from anything like satisfactory. The arrival of three cargoes from London has no doubt affected the disposition of purchasers, more especially as by these arrivals some goods come to hand that were purchased during the excitement of two months ago "to arrive," and at a rate far above the present market value of them. T-Cloths are a shade lower, no more than \$3 being offered for best chops 7 lbs. There has been a little inquiry for Raw Cotton. Transactions include 1,000 pieces 8 1/2 Grey Shirtings at \$3.40, 100 pieces common White Shirtings at \$2.45, 500 pieces 6 lbs. T-Cloths at \$2.35, 50 bales Nos. 16-24 Cotton Yarn at \$178, and 30 bales Nos. 28-32 at \$185.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—Business has been somewhat more restricted, unfavourable advices from America and Europe continuing, while the pretensions of the teamen remain unabated. Large arrivals have, however, taken place, and, money being very scarce in the native town, we might shortly have to record some improvement, if one or two purchasers now buying at rates which leave a distinct loss on last home quotations could be induced to suspend their operations. Settlements for the fortnight are 2,500 piculs, leaving a stock of 8,400 principally of medium and common kinds, the stock of fine tea not being much more than the odd 400 piculs. The only departure we have to report is the Yokohama for New York, with 381,251 lbs. The Pauline and Caractacus are on the berth for New York; the Conrad for London.

SHANGHAI.—Black Tea: Since the departure of the mail the market has been very quiet, only 7,000 chests having been placed at from 11s. 16 to 18 1/2 for common to good Oonam, and 11s. 17 1/2 to 22 for common to good Ningchow and Oopacks. Some of the later settlements are again cheaper, and lay down the Teas at last London prices, but the continued unsatisfactory advices from home quite discourage buyers. Arrivals from the river ports maintain the stock at 35,000 chests. Green Teas: There have been no purchases as yet for America, indeed, the demands of teamen are so far above the ideas of buyers, no offers have been made for that quarter. One large chop of fine Teenkai at 11s. 40, and seven small parcels of Fychow and Moyune at 11s. 32 to 37, have been settled for England, and they would probably go forward per steamer Achilles on the 25th of September. After her departure, and the probable increased supplies likely to come in, lower prices will no doubt be established. The present stock is about 45,000 packages.

SILK.

YOKOHAMA.—The continuance of unfavourable advices from Europe has at last checked operations, and their tenor becoming known to holders, decided symptoms of weakness are being manifested. Telegrams to the 10th August, reporting the price on the London market for new seasons No. 3 chop Tsatlees as 26s. 6d., by the French mail on the 7th Sept., had an almost immediate effect. Although the quality of the arrivals is improving a decline of \$10 to \$20 has been established for Hank sorts, and there is little doubt that, if foreigners will only restrict their purchases for a time, much larger concessions will be obtained. Money is scarce in the Japanese town, and we hear that some of the Silk is under advance to the Government bankers and now lying in their godowns. Arrivals are steadily increasing the stock, and nothing but a little patience is required to make the current season profitable to foreign buyers. The decline noted is in Hank sorts; Oshus and Koshus remain as last quoted, and the demand for them continues. Settlements amount to about 280 piculs, and stocks to at least 800.

SHANGHAI.—During the interval a fair amount of business in Silk has been transacted, the settlements being estimated at fully 600 bales, chiefly Tsatlees. The prices paid have been very irregular, some parcels having been settled at last mail's rates, while others have been purchased at an advance of Tls. 5 to 15 per picul;—Tls. 527½ are reported to have been paid for Chop 3 Tsatlees. The unsold stock is estimated at about 3,000 to 4,000 bales. The prices asked by Chinamen are about the same as those ruling at the close of last mail, with the exception of Chop Tsatlees, for which an advance of Tls. 5 to 10 per picul, is asked.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From Amsterdam, Sept. 1, Despatch.
At SHANGHAI.—From Sunderland, Sept. 7, Ocean Chief; from Shields, 8, Onsur; from London, previous to Oct. 5, Tamerlane, Cora Linn (reported by telegram).

At HONG KONG and CANTON.—From Newport, Sept. 11, Tonla; from London, 18, Corea; from Hamburg, 11, Hugh and Otto; from Cardiff, 15, Sultana.

At SINGAPORE.—From Liverpool, Sept. 28, Panic; from Falmouth, 26, Adeline (str.); from Cardiff, 27, Graafstroom; from Greenock, Royalist (str.).

DEPARTURES.

From YOKOHAMA.—For New York, Sept. 9, Yokohama.

From SHANGHAI.—For London, Sept. 5, Sir Wm. Wallace, Evelyn Wood; 13, Polmaise; Oct. 4, Albuera (reported by telegram).

From HONG KONG and CANTON.—For New York, Sept. 19, Princess of Wales; for London, Sept. 18, Hyacinth.

From SINGAPORE.—For New York (via Penang), Sept. 28, Martha Rideout; Oct. 1, Kalahome.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	To.
—	Red Deer	London	—
—	Coila	Liverpool	—
—	Patna	Do.	—
—	Dagmar	—	—
—	Argonaat	—	—
Sept. 23	Dilpusund	London	Shanghai

COMMERCIAL POSTSCRIPT.

The U.S. *Wyoming*, having completed three years service in China, proceeds homewards.

ARRIVALS NOT IN THE TABLES.—Nov. 2, at Cuxhaven, from Macao, Peru; at Bremen, from Rangoon, Westburn; Oct. 31, at Brouwershaven, from Batavia, Pres. v. Ryckevorsel.

DEPARTURES.—Nov. 5, from London, for Shanghai, Maitland; 1, from Shields, for Galle, Wallace; from Penarth Dock, for Shanghai, Robin Hood.

SPOKEN.—Templar, Boston to Galle, Oct. 15, 23 S., 29 W.; Wild Rover (Amer.), Manila to Rio de Janeiro, Sept. 14, 33 S., 18 E.; Batavia (Dutch), Batavia to Amsterdam, Sept. 26, 11 S., 11 W.; Zambezi, Penang to London, Sept. 4, 35 S., 23 E.; Clyde, for Colombo, 16 days out, Oct. 1, 7 N., 25 W.; Anna and Sophia, Cardiff to Sourabaya, Sept. 29, 7 N., 24 W.; Minister Thorbecke, Batavia to Middelburg, Oct. 9, 27 N., 32 W.; Nieuwland, Cardiff to Sourabaya, Sept. 20, 12 S., 32 W.

MISCELLANEOUS.—Off Cape de Verdes, Sept. 11, Pasig (s.), Ferrier, from the Clyde for Manila.

THE CHINA STEAMSHIP AND LABUAN COAL COMPANY.—This was an application on the 4th inst. before the Chief Clerk of the Rolls, in a voluntary winding-up matter, which was specially taken at an early hour on account of its importance, for the chief clerk to sanction an advance of £5,000 to be sent to Singapore to prevent the works of the company being stopped and considerable property sacrificed. Mr. Mackenzie showed the assets of the company to be large, and beyond the liabilities. A call was to be made, and, if the directors might advance the money, a telegram could be sent, which would reach the mail, and the Oriental Bank would make the advances. On the part of shareholders, Mr. Gibbon and Mr. Meeser appeared; Mr. Davies and Mr. Vallema represented creditors. Mr. Mackenzie urged the application to save the property. The Chief Clerk, after a lengthened discussion, decline to accede to the application. It was no doubt a case of importance, but he did not feel himself justified in authorising an advance to increase the liabilities. There were other summonses, and it was proposed forthwith to make a call.

Literature.

A new uniform and standard edition of Thackeray's works is announced the chief interest of which will lie in the last volumes of the series, which are announced to contain the new and hitherto unreprinted writings of the author. The latter alone would form a considerable collection. Some of them were not included in the author's own collections of his miscellanies for reasons which have now passed away, or which at least would not have the same force in the case of an edition published by others. Many of these are of the highest interest, while to most of Mr. Thackeray's admirers they will be almost entirely new. We trust that the editors will not fail to include those frequent critical papers on Mr. Dickens' earlier works which were also contributed by Mr. Thackeray to *Fraser*. The overflowing admiration which young Titmarsh displayed in many a critical and many an eloquent passage are remarkable as coming from one whose name was afterwards so often linked with that of his illustrious contemporary novelist. Mr. Dickens knew them well, though till long afterwards he knew little of the hand which wrote them; and perhaps never dreamed that the writer was that same young gentleman who, believing that his vocation was not for literature but for art, called on him—now some thirty years' since—at his chambers in Furnival's-inn with an offer to draw the illustrations for *Pickwick*, then appearing in shilling numbers. The feeling with which Mr. Thackeray refrained from reprinting these in his lifetime can be readily understood. So warm a tribute from one great novelist to another, whom the world, in spite of their wide diversity of genius, would persist in regarding as rivals, would have had in it a certain indelicacy, or would at least have evidenced a certain want of taste which the writer himself would have been quick to feel.

The Christmas numbers of the various periodicals are beginning to be talked about. The Christmas number of *All the Year Round* will this year be written entirely by Mr. Dickens and Mr. Wilkie Collins. The latter gentleman, who has long been suffering from ill health, is happily now sufficiently recovered to take his place once more as a writer of serial fiction. A new continuous story from his pen is also announced to appear in *All the Year Round*.

There is a rumour current, we believe with some foundation, that the *Daily News*, an ably conducted paper, which has never met with the success it deserved, is to be reduced in price, and to enter the lists with the penny daily papers. Certain novel features will be introduced into it. The antecedents of the *Daily News* are enough to make it a literary curiosity. Under the successive editorship of Charles Dickens, John Forster, W. H. Wills, and other gentlemen of ability and experience, it has always retained on its staff good talent; and should it be published at one penny, will make a formidable rival to the *Standard*, the *Star*, and the *Telegraph*.

It is said that Mr. Anthony Trollope intends to resign his duties in the General Post-office, St. Martin's-le-Grand, and that he contemplates offering himself as a candidate for a seat in Parliament to one of the new constituencies to be formed under the Reform Bill. Mr. Trollope's politics are decidedly Liberal.

Mr. Charles Dickens will sail from Liverpool in the *Cuba* on Saturday, November 9th, for the purpose of giving those readings from his works which have been so popular in England. He will leave the United States for Europe at the end of April next year. A public dinner will be given to Mr. Charles Dickens on the 2nd of November, at Freemasons' Hall, and Lord Lytton has consented to take the chair upon the occasion.

An interesting literary curiosity will appear in the forthcoming selection from the works of Sir Walter Scott, to be published in Messrs. Moxon and Co.'s series of Miniature Poets. This is a copy of the last verses Scott wrote, and which have never yet been published. They were written in the album of Miss Wordsworth, and have the following note appended to them, written by Sir Walter Scott the day he quitted Abbotsford for Italy. Mr. Wordsworth and his daughter had been with him a few days, having come at his request to pay him what he foresaw would be their last visit. In the first quatrain he alludes to his early friendship with Wordsworth; in the second he addresses himself to the daughter; the third is very imperfect, and shows what an effort it cost him to write. When he returned the book to the owner he said, "I would have done this for no one but your father's daughter."

The whole of Messrs. Day and Son's stock of works of art, print and chromo-lithographic publications will be sold by auction early next month. It will include a very large collection of proofs and prints of the publications of the house of Day and Son, and many others, and nearly a complete set of every chromo-lithograph that has ever been published in London, most of them touched by the artists. Amongst the photographs are the stock of the work entitled Bedford's Photographic Pictures in the East.

The following is our usual summary of the most important publications of the past fortnight:—

In Literature, Science, and Art, we have a *Translation of Aristophanes*, comprising eight of his Comedies in Rhymed Metres, by Mr. Leonard-H. Rudd; Mr. John Atfield gives us an *Introduction to Pharmaceutical Chemistry*, the famous *Shooting Niagara*, by Mr. Carlyle, is reprinted with important additions from the pages of the magazine in which it originally appeared; Mr. William E. Hearn writes on the *Government of England, its Structure and Development*; and Mr. E. W. Pugin publishes the *Designs for the New Palace of Justice*.

In History and Biography Mr. William Cates gives us a *Dictionary of General Biography*, with a classified and chronological Index of the Principal Names; the *Chronicles of the Picts and Scots* are edited by W. F. Skene; Mr. Travers Hill gives us *English Monasticism, its Rise and Fall*; Lady Wallace translates the *Letters of Distinguished Musicians from the German*; and Mr. R. R. Madden gives us the *History of Irish Periodical Literature from the 17th to the 19th century*, with notices of the most remarkable persons connected therewith.

In Geography and Travel we find Mr. George Peacock's *Handbook of Abyssinia*, a book likely to be useful just now; and Mr. Henry Latham's *Black and White, a Journal of a Three Months' Tour in the United States*.

In Fiction we have a *Stormy Life*, by Lady G. Fullerton, 3 vols.; *Humphrey Dyot*, by James Greenwood, 3 vols.; *Old Sir Douglas*, by the Hon. Mrs. Norton, 3 vols.; and *Not Wistful but Too Well*, by the author of *Cometh up as a Flower*.

NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A *Revue* is sent to the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, and other parts of the FAR EAST, will be supplied on application at the Office, where files may be seen of the Journals published in those countries.

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails via Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON: WEDNESDAY, NOV. 6, 1867.

GRANT'S TRANS-MONGOLIAN TELEGRAPH LINE.

WE have frequently expressed surprise that the facilities afforded by the Kiachta line of telegraph for the transmission of messages to China had failed to bring it into more general use for mercantile purposes. Doubtless, many merchants who have given it a trial have been discouraged by the delays that have too often arisen in the delivery of messages—delays attributable solely to imperfections in the Russian Government line between St. Petersburg and Kiachta. For several months indeed (between June and August of the present year), the wires have been constantly out of order, and most vexatious delays have resulted. Latterly, however, it has been working more satisfactorily, and we trust that by increased care on the part of the Director-General at St. Petersburg—who in answer to complaints has given repeated promises of amendment—the communication will henceforth be better maintained. These shortcomings in the intermediate links of course completely nullify the efficiency of GRANT'S Trans-Mongolian line, which is thus unfairly made to suffer by the mismanagement of the Russian telegraph service. Late advices from Tientsin and Kiachta inform us that the couriers now perform the distance between those two places regularly in, twelve days. We hear fewer complaints, too, of the Indian line than formerly; but taking the average of the season it is probable that as much inconvenience has arisen from the delays, blunders, and general mismanagement of the Galle line as from the breaking down of the Russian wires. In fact, until a more perfect system is somehow arrived at, it seems to be advisable that those who wish to ensure anything like certainty in results should make use of both systems simultaneously.

THE OPENING OF NEW PORTS FROM AN AMERICAN POINT OF VIEW.

THE trade of the United States with China has for many years been second in importance only to that of Great Britain. The Americans, too, were the pioneers of foreign trade with Japan; and the newly-established line of steamers across the Pacific cannot fail, when fully developed, largely to extend the commercial interests and influence of America in both countries. This being the case, the opinions of thinking Americans on questions relating to foreign intercourse and trade generally must be allowed to have considerable weight. The vain-glorious boastings of a few transatlantic journals—which on the strength of a few successful voyages made by the *Colorado*, already represent the American Eagle as flapping his wings in triumph over the humiliated and defeated British Lion, shorn alike of glory and profit—may be dismissed without even a word of comment. No sensible Englishman grudges America her share of the China trade, and every sensible American knows that such is the case. But the views publicly expressed by Mr. Low, an eminent New York merchant, on the subject of new ports, are at the present juncture both instructive, interesting, and valuable. Mr. Low has recently made a tour of some duration in China and Japan, and on his return to New York was entertained at a public banquet by the New York Chamber of Commerce—a fact amply sufficient to show the estimation in which he is held by the mercantile community in that city.

In a recent article on the rumoured intention to open some additional ports on the China coast, we strongly deprecated any attempt to create new seats of trade, destined probably only to languish through a useless, feeble existence, or at best to enjoy a short "burst" of prosperity at the expense of the old-established ports. Mr. Low, in view of the proximate opening of Osaka and Yedo, adopts almost the same view with regard to Japan. "At the period of our arrival," says Mr. Low, "the foreign Ministers were contemplating a visit to Osaka, by invitation of the SHOGUN, to arrange for the opening of new ports. The death of the MIKADO caused a delay; but the meeting, as you are aware, has since taken place with satisfactory results. There appeared to be a good deal of indifference, if not positive objection to this fulfilment of the treaty obligation, on the part of the American merchants of Yokohama, because of the amount of money invested in houses, godowns, and other buildings at that place. *If the trade was to be divided between two ports, without being materially increased, two establishments would be necessary instead of one, and without a corresponding benefit.* The necessity of sustaining numerous branches at different places on the coast of China, by houses originally established at Canton, has contributed, directly and incidentally, to the commercial disasters which have occurred during late years, and similar consequences are naturally apprehended in Japan if the trade is divided." There is much truth in this. The elasticity of trade is so great that in prosperous times it seems capable of almost indefinite extension; but such a trial as China is now passing through—in common with most other countries—opens men's eyes to the fact that the basis of a permanent and sound trade cannot be created at the will of a few speculators. In fact, no particular branch of commerce can be enlarged or made more profitable, solely by multiplying the number of places at which it is carried on. The *New York Times*, in an article on Mr. Low's speech, fully endorse his opinions on this point:—

"There is no sure evidence that the aggregate foreign trade of Japan would be materially increased by creating at present a new port, while there is a certainty that the investments made by the merchants of Yokohama must be depreciated—for a time at least—to a most serious, if not ruinous extent. . . . If Mr. Low found opportunity to make himself acquainted with the condition of affairs at Shanghai, he would have been made aware of the state of commercial depression into which business has been thrown there from causes not dissimilar from those which the Yokohama merchants foresee, and are naturally eager to deprecate. The rapid opening of one Chinese port after another, on the Yangtze River, has had a deplorable effect upon the trade of Shanghai. The opening of Hankow, which gives no promise of becoming a permanently available commercial centre, was followed by the gradual decadence of the trade which Shanghai for years enjoyed. Many of the greatest and most substantial houses have become either so discouraged as to give up the enterprises in which they had engaged, or have succumbed altogether under the divergence of their trade to other points.

"The decadence of Shanghai, moreover, we are assured has not been followed by any commensurate accession to the prosperity of the new ports higher up the river. Many of the Shanghai merchants invested at Hankow, doubtless thinking to save some of their previous investment; but the opening of Hankow was followed by the establishment of other river ports, whereby the wholesale trade generally became entirely deranged. Imports at Hankow commanded scarcely any higher price than down the river at Shanghai, and at the interior ports the prices demanded for tea and other articles of export were far higher than they had ever been at Shanghai. . . . What is needed is that we should concentrate our thoughts and energies upon improving the ground we occupy rather than distribute them too hastily over new ground, which we cannot at present occupy with advantage."

Such arguments as these, however, are not applicable to Japan in the same degree as they are to China. In the latter country we have already numerous well-situated ports, which practically afford access to the entire land; and the capital itself is moreover open to us, and this is surely enough for the present. In Japan, on the contrary, we enjoy neither of these advantages. The punctual opening of Osaka and Yedo are the vital points of the treaty, and must be carried into effect apart from all mercantile considerations. After what has happened, should we be weak enough to waive these rights, such policy would be attributed not to forbearance or moderation, but to weakness and the fear inspired by Daimios' threats and assassin's outrages—and then we might bid a long farewell to all hopes of a peaceful tenure of our footing in the country. But with Yedo and Osaka opened, in addition to the existing ports, no others in the Imperial territory can be necessary. All future attempts for the extension of trade in Japan must take another direction—that of procuring free access to the territory of those wealthy Daimios who are at present either excluded altogether from foreign trade, or compelled to seek it under vexatious restrictions through the narrow channels to which it is confined by Government monopoly.

THE NEW SEASON'S TEAS.

THE inferior quality of the present season's crop of Congou tea, taken as a whole, appears now to be an established fact, more especially as regards Kaisow and kindred sorts from Foochow. At first, these latter were condemned as being mixed with old leaves, but we are told on pretty good authority from a close and critical inspection after infusion, that this is not so much the case as it has been in former seasons, but that on the contrary the leaves are more uniform in colour, and show less indication of not being entirely new crop leaf. They are, however, much darker in colour than usual, and appear to be thin or less pulpy. The inferiority of quality may be attributed to these conditions, as there appears to be no fault in the preparation or manipulation of the leaf; it may, therefore, be interesting to endeavour to trace their causes. The first (darkness of colour) may be attributed to the effect of heavy rain which prevailed, as it is said, at the time the leaves were at the height of their ripeness, and when they were being picked. The second (thinness and want of pulp) in a great degree to the injury sustained by the rain, and also from another cause, which, however, can only be suggested for the consideration of tea growers and tea buyers in China; but which, if found to be true, may be the most important as regards the crops of the next year or two. It is this—the impoverishing effect of the hard treatment that the shrubs were subjected to in 1865-6 and 1866-7, when the Chinese, to meet the demands upon them, increased their export by eleven millions of lbs. in the former season, and five millions in the latter; and to do that not only packed and shipped broken leaves, siftings, and dust, but in 1866-7 added to these the stalks and broken up twigs of the plants, and even then (taking no account of the inland trade with Russia), China and Japan together only contributed 166 millions of lbs. towards the 188 millions which at least were the requirements for the consumption of all countries. On this subject we have received the following letter:—

(To the Editor of the *London and China Telegraph*.)

SIR,—The inferiority of this season's Kaisows is an undoubted fact, and I think the chief reason for this is to be found in the increased demand consequent upon the repeated reductions of duty in England and also in Russia, in order to supply which the Chinamen, instead of restricting the first pickings to the young and tender leaves, year by year continue to add the full grown, and therefore sapless leaves, to their first selections; in the infused leaf this fact will be fully verified. That the weather affects the tea plant there can be no doubt; but statements as to rain having fallen just at the time of picking must be received with great caution, as the Chinamen always start some rumour calculated to mislead and prejudice people, and thus induce buyers. My own opinion is that the tea crop is just about as often affected by this cause as our own wheat harvest. The rainy season—i.e., from February to the end of March—is usually over, and tends rather to improve and nourish the tea plant than to injure it. Besides, the plantations or gardens are usually so placed (on the slope) that no great amount of water could lodge for any length of time.

The principal cause of the deterioration of quality is to be found in the increased demand.—Your obedient servant,
City, Nov. 4, 1867. OLD FOOCOW.

The last mail brought advices from the Engineer who was sent out from this country some months since, in charge of a gas apparatus intended to light the *Yamun* of an enterprising mandarin at Peking. He was then at Tientsin, but had visited Peking, and reports that he anticipated no difficulty in erecting his miniature gas works, which will supply 100 lights. This fact must not be regarded as a step towards lighting the entire city with gas, for the writer states that even were it desired, such a thing is rendered utterly impossible by the present construction and condition of the streets. We have no doubt, however, that other wealthy officials, when they see the present experiment successfully carried out, will gladly avail themselves of so great a boon as gas.

We believe that the difficulties in the way of erecting a second English Bishopric in China having been overcome, the proposed see of Ningpo will be founded without further delay, and that the first Bishop will be the Rev. W. A. Russell, M.A., of Trinity College, Dublin.

INTELLIGENCE from San Francisco, dated the 14th ult., states that on that day the steamer *China* sailed for Yokohama and Hong Kong with one million and seventy-six thousand dollars in treasure, 785 tons freight; fifty-four cabin and 900 Chinese steerage passengers.

Mr. C. J. Andrews and Mr. J. O. Driscoll have been appointed student interpreters for the China, Japan, or Siam Consular Service.

Monetary and Commercial.

The Hong Kong and Shanghai Banking Corporation has invited applications for 2,000 shares, to be issued on the London register of the bank. These shares have we believe, fallen in from failures and other causes, and have been placed in the hands of the London manager for sale here, with the view of establishing a London share-list. Ultimately these shares will be recognised on the Stock-Exchange, and become negotiable on the same footing as other bank shares.

At a meeting of the Singapore Gas Company, held on the 29th ult., the directors' report, noticed in our last issue, was duly passed by the shareholders. The latest accounts from Singapore showed an increase in consumption. The question of expenses, alluded to by a shareholder as too heavy, was answered by Mr. Stephenson, the chairman, who stated that he intended to consult with Mr. Read and Mr. Patterson, now in London, as to the increased demand made by Mr. Wells, the manager in Singapore. A vote of thanks was carried to Mr. Wells and the directors.

The liquidators of the China Steamship and Labuan Coal Company have issued a circular, calling a meeting of shareholders to decide whether the working of the mines shall be continued or the liquidation rendered absolute. This step is necessitated by Messrs. Laird and a few other shareholders having opposed the resolution formerly adopted to continue operations. The meeting will take place at the London Tavern at 2 P.M. on the 8th inst.

The Agra Bank (Limited) is prepared, on behalf of the late Agra and Masterman's Bank (Limited), to anticipate payment of its promissory notes falling due on the 15th March, 1868, under rebate of the same rate of interest which the notes carry. This instalment will complete 17s. 6d. in the pound, with interest thereon in full.

At a second meeting of the creditors of Messrs. Moore, Phillips and Co., of Birmingham, a statement of accounts was submitted, together with the report of the investigation committee, which recommended that the offer of an additional 2s. 6d. in the pound (making, with previous payments, a total of 8s.) should be accepted. This was agreed to by the meeting. Mr. Philip Cohen has left by the extra French steamer *en route* for China with the view of making fresh arrangements for conducting the business of the Hong Kong and Manila branches, and we hope the endeavour to maintain the position of this old-established and respected firm will be successful.

A dividend will shortly be declared in the estate of Messrs. Small and Co.

The amount of bullion by the P. and O. Company's steamer *Ceylon*, from Southampton November the 4th, was—In gold, to Alexandria, £23,000; to Madras, £721; to Calcutta, £2,000; in silver, to Hong Kong, £154; to Shanghai, £8,950; total in gold, £26,721; in silver, £9,104.

BOARD OF TRADE RETURNS.

The Board of Trade returns for September show a steady but not active business, the declared value of our exportations having been about 3 per cent. below those of the corresponding month of last year, while compared with September, 1865, there is a falling off of nearly 7 per cent. This reduction, however, is virtually only nominal, since it is due entirely to the reduction in the price of cotton, which has caused the value of our exports of Lancashire manufactures to figure for a diminution of 8 per cent., although in the actual quantity shipped there has been an increase of 6 per cent. The shipments of cotton yarn, also, while they show a decline of $\frac{1}{2}$ per cent. in value, show an increase of 3 per cent. in quantity. Iron is again one of the most favourable items of the list, an augmentation of 26 per cent. being exhibited, which is owing mainly to a great increase in the Russian demand for railway descriptions, and also to a little improvement as regards the United States and India. In the shipments of coal there has been an increase of 22 per cent. Haberdashery and hardware continue to be affected by the dullness of the American and colonial trade, and show a decrease respectively of 6 per cent. and 22 per cent. In silk manufactures there has been a falling off of 27 per cent., and in linen manufactures, for which the American demand has been very light, the reduction is equal to 25 per cent. in value and 40 per cent. in quantity. The woollen trade has on the whole been steady. Consequent on a good Continental demand, the shipments of yarn exhibit an increase of 42 per cent. in value, and 60 per cent. in quantity, while of manufactured goods, although they were 6 per cent. less in value than in the same month of

last year, they were 2 per cent. more in quantity. The total value of our exports for the first nine months of the present year has been £137,202,497, showing a reduction of only about 3½ per cent. from the unprecedented total of last year, notwithstanding the lower valuations at which our principal goods have been shipped in consequence of the altered prices of cotton and other staples. Contrasted with the first nine months of 1866, there is an increase of 14½ per cent. The total value of the Imports for the month of August was £19,784,915, and for the eight months ended 31st Aug., £141,448,055, showing a reduction for the month of 5 per cent., and for the eight months of 9 per cent., upon the corresponding totals of last year.

The following is a summary of those figures relating to our Export and Import trade with China and the countries in the Far East:—

IMPORTS.

The total quantity of Raw Cotton imported during the month and nine months ended 30th Sept., and the value to the 31st Aug., are thus given:—

From	Quantity for the Month ended 30th Sept. 1865.	1866.	1867.
China	16 ..	15,488 ..	— cwt.
British India ..	640,008 ..	724,712 ..	1,094,399 ..
Egypt	100,817 ..	87,093 ..	99,723 ..
Total from all parts ..	899,030 ..	980,713 ..	1,452,553 ..
Quantity for the Nine Months ended 30th Sept.			
China	301,525 ..	33,387 ..	4,707 cwt.
British India ..	2,581,409 ..	4,163,799 ..	2,963,850 ..
Egypt	1,106,271 ..	772,553 ..	891,398 ..
Total from all parts ..	5,460,070 ..	9,790,314 ..	8,844,233 ..
Value for the Month ended 31st Aug.			
China	£239,251 ..	£19,742 ..	—
British India ..	2,783,299 ..	2,234,826 ..	£1,972,045
Egypt	802,338 ..	458,709 ..	398,626
Total from all parts ..	5,409,669 ..	4,634,860 ..	3,983,015
Value for the Eight Months ended 31st Aug.			
China	£1,449,586 ..	£78,000 ..	£20,965
British India ..	10,244,094 ..	£16,139,879 ..	6,942,842
Egypt	8,094,171 ..	6,626,740 ..	6,074,842
Total from all parts ..	29,944,508 ..	58,204,544 ..	99,752,424

The quantity and value of the Raw Coffee imported into the United Kingdom from British Possessions are thus shown:—

From	Quantity for the Month ended 30th Sept. 1865.	1866.	1867.
Ceylon	14,542,284 ..	5,520,509 ..	11,490,949 lbs.
Other British Possessions	3,622,725 ..	3,005,569 ..	3,618,351 ..
Quantity for the Nine Months ended 30th Sept.			
Ceylon	62,770,334 ..	53,227,168 ..	65,376,147 lbs.
Other British Possessions	16,327,758 ..	14,280,048 ..	12,009,252 ..
Value for the Month ended 31st Aug.			
Ceylon	£398,231 ..	£350,621 ..	£295,231
Other British Possessions	134,616 ..	135,527 ..	59,715
Value for the Eight Months ended 31st Aug.			
Ceylon	£1,652,561 ..	£1,553,600 ..	£1,841,874
Other British Possessions	490,249 ..	383,073 ..	277,138
Returns are given of the quantity and value of the Unrefined Sugar imported from Java and the Philippine Islands:—			
Of	Quantity for the Month ended 30th Sept. 1865.	1866.	1867.
3rd quality ..	2,882 ..	3,545 ..	— cwt.
4th do. ..	13,067 ..	42,742 ..	31,102 ..
Total, all qualities ..	15,949 ..	46,287 ..	31,102 ..
Quantity for the Nine Months ended 30th Sept.			
Of 2nd quality ..	2,177 ..	3,890 ..	190 cwt.
Of 3rd do. ..	152,254 ..	57,181 ..	1,805 ..
Of 4th do. ..	373,996 ..	289,688 ..	237,802 ..
Total, all qualities ..	528,427 ..	350,699 ..	239,297 ..
Value for the Month ended 31st Aug.			
Of 2nd quality ..	— ..	— ..	£219
Of 3rd do. ..	£34,022 ..	£2,298 ..	1,266
Of 4th do. ..	24,237 ..	31,681 ..	28,134
Total, all qualities ..	58,259 ..	33,979 ..	29,619
Value for the Eight Months ended 31st Aug.			
Of 2nd quality ..	£2,214 ..	£4,692 ..	£219
Of 3rd do. ..	150,421 ..	49,917 ..	£2,658
Of 4th do. ..	352,281 ..	202,088 ..	172,590
Total, all qualities ..	504,916 ..	256,697 ..	175,467

The following were the quantities entered for Home Consumption:—

Of	In the Month ended 30th Sept. 1865.	1866.	1867.
2nd quality ..	59 ..	527 ..	— cwt.
3rd do. ..	1,381 ..	4,725 ..	2,211 ..
4th do. ..	27,554 ..	4,097 ..	51,468 ..
Total, all qualities ..	28,994 ..	9,349 ..	53,679 ..
In the Nine Months ended 30th Sept.			
Of 2nd quality ..	2,722 ..	3,219 ..	191 cwt.
Of 3rd do. ..	120,528 ..	38,798 ..	68,196 ..
Of 4th do. ..	159,959 ..	92,883 ..	291,088 ..
Total, all qualities ..	283,209 ..	134,900 ..	359,475 ..

The Hemp imported from the Philippine Islands during the month and eight months presents the following figures:—

	1865.	1866.	1867.
Quantity for the month ended 30th Sept. ..	3,692 ..	8,668 ..	— cwt.
Quantity for the nine months ended 30th Sept.	165,757 ..	36,980 ..	50,520 ..
Value for the month ended 31st Aug. ..	£28,985 ..	— ..	£25,205
Value for the eight months ended 31st Aug. ..	£243,101 ..	£61,684 ..	£151,290

The following is a return of the total quantity of Raw Silk imported into the United Kingdom:—

From	Quantity for the Month ended 30th Sept. 1865.	1866.	1867.
China	— ..	— ..	13,059 lbs.
British India ..	23,816 ..	10,016 ..	—
*Egypt	820,864 ..	878,600 ..	378,971 ..
Other Countries ..	605,517 ..	190,757 ..	162,687 ..
Total	1,450,197 ..	504,373 ..	554,667 ..
Quantity for the Nine Months ended 30th Sept.			
China	90,564 ..	83,695 ..	40,016 lbs.
British India ..	93,012 ..	71,215 ..	—
*Egypt	3,343,341 ..	2,210,787 ..	2,706,597 ..
Other Countries ..	1,764,232 ..	1,039,918 ..	1,479,590 ..
Total	5,291,149 ..	2,405,615 ..	4,226,203 ..
Value for the Month ended 31st Aug.			
China	— ..	— ..	—
British India ..	£74,947 ..	— ..	—
*Egypt	715,957 ..	£290,704 ..	£356,897
Other Countries ..	586,470 ..	192,106 ..	389,696
Total	1,377,374 ..	482,810 ..	746,593
Value for the Eight Months ended 31st Aug.			
China	£111,559 ..	£97,008 ..	£33,973
British India ..	78,994 ..	68,849 ..	—
*Egypt	3,078,378 ..	2,128,268 ..	2,936,141
Other Countries ..	1,583,782 ..	1,270,601 ..	1,837,273
Total	4,852,713 ..	3,564,726 ..	4,807,386

* In transit from India, China, and Japan.

The total quantity of the several Imports named brought into this country from all parts during the month and nine months ended 30th Sept., and their value to the 31st Aug. of the years 1865, 1866, and 1867, together with the quantities entered for Home Consumption during the month and nine months ended 30th Sept. are returned as follows:—

	Quantity for the Month ended 30th Sept. 1865.	1866.	1867.
Coffee (lbs.) ..	21,651,774 ..	9,732,134 ..	22,443,692
Hemp (cwt.) ..	117,696 ..	130,818 ..	101,982
Thrown Silk (lbs.) ..	2,806 ..	896 ..	14,247
Tea (lbs.) ..	2,826,241 ..	7,750,893 ..	11,401,437
Unrefined Sugar (cwt.) ..	908,654 ..	1,126,364 ..	964,133
Quantity for the Nine Months ended 30th Sept.			
Coffee (lbs.) ..	99,054,584 ..	87,164,968 ..	107,331,258
Hemp (cwt.) ..	636,196 ..	745,899 ..	493,588
Thrown Silk (lbs.) ..	16,595 ..	27,397 ..	109,332
Tea (lbs.) ..	75,971,943 ..	87,305,538 ..	79,079,835
Unrefined Sugar (cwt.) ..	7,908,834 ..	8,659,117 ..	8,945,718
Value for the Month ended 31st Aug.			
Coffee	£545,956 ..	£632,739 ..	£469,299
Hemp	209,236 ..	286,118 ..	238,979
Thrown Silk ..	2,623 ..	3,690 ..	43,652
Tea	163,024 ..	185,219 ..	201,507
Unrefined Sugar ..	1,376,658 ..	1,237,122 ..	1,376,315
Value for the Eight Months ended 31st Aug.			
Coffee	£2,566,234 ..	£2,458,778 ..	£2,679,127
Hemp	802,465 ..	1,043,405 ..	724,998
Thrown Silk ..	26,990 ..	53,994 ..	209,091
Tea	5,286,830 ..	6,090,521 ..	4,941,527
Unrefined Sugar ..	7,371,989 ..	7,725,387 ..	8,583,911
Entered for Home Consumption in the Month ended 30th Sept.			
Coffee (lbs.) ..	2,575,621 ..	2,318,943 ..	2,466,071
Tea (lbs.) ..	7,912,950 ..	8,401,802 ..	8,641,222
Unrefined Sugar (cwt.) ..	989,457 ..	979,090 ..	892,558
Entered for Home Consumption in the Nine Months ended 30th Sept.			
Coffee (lbs.) ..	23,012,600 ..	23,418,065 ..	23,899,437
Tea (lbs.) ..	73,394,418 ..	76,385,503 ..	79,861,934
Unrefined Sugar (cwt.) ..	7,892,692 ..	7,760,183 ..	8,608,742

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 30th Sept., 1867, compared with the two previous years:—

	1865.	1866.	1867.
Coffee (lbs.) ..	37,021,994 ..	33,307,553 ..	49,864,317
Tea (lbs.) ..	81,639,089 ..	83,862,890 ..	75,313,452
Unrefined sugar (cwt.) ..	8,678,243 ..	4,186,330 ..	3,417,138

EXPORTS.

The Exports to China and Hong Kong during the month and nine months are returned as follows:—

	Quantity for the Month ended 30th Sept. 1865.	1866.	1867.
Cotton yarn ..	44,476 ..	579,450 ..	791,376 lbs.
Cotton manufactures ..	12,343,309 ..	9,763,479 ..	29,513,245 yds.
Worsted stuffs ..	1,261,084 ..	1,574,572 ..	2,024,534 ..
Woolen & worsted cloths ..	181,815 ..	188,230 ..	180,068 ..
Lead	353 ..	53 ..	571 tons

Quantity for the Nine Months ended 30th Sept.			
Cotton yarn ..	917,178 ..	3,606,596 ..	5,517,224 lbs.
Cotton manufactures ..	87,318,479 ..	128,051,313 ..	130,191,072 yds.
Worsted stuffs ..	12,996,762 ..	15,835,644 ..	18,254,078 ..
Woollen & worsted cloths	1,311,231 ..	1,443,087 ..	1,188,378 ..
Lead ..	1,541 ..	4,294 ..	3,004 tons.
Value for the Month ended 30th Sept.			
Cotton Yarn ..	£4,541 ..	£39,548 ..	£52,882
Cotton manufactures ..	252,928 ..	201,956 ..	558,972
Worsted stuffs ..	94,909 ..	60,197 ..	117,952
Woollen & worsted cloths	25,822 ..	22,501 ..	18,836
Lead ..	7,210 ..	1,117 ..	12,021
Value for the Nine Months ended 30th Sept.			
Cotton yarn ..	£87,466 ..	£385,545 ..	£403,312
Cotton manufactures ..	1,899,359 ..	3,108,656 ..	2,558,244
Worsted stuffs ..	924,780 ..	1,005,125 ..	1,148,168
Woollen and worsted cloths	220,151 ..	243,568 ..	161,872
Lead ..	32,870 ..	94,262 ..	62,094

To other countries in the Far East the following quantities of Cotton Yarn were exported:—

To	1865.	1866.	1867.
Ceylon ..	108,108 ..	92,000 ..	33,990 lbs.
Singapore ..	54,510 ..	272,800 ..	450,840 ..
Quantity for the Nine Months ended 30th Sept.			
Ceylon ..	229,500 ..	640,026 ..	211,181 lbs.
Singapore ..	1,027,300 ..	1,250,744 ..	2,122,700 ..
Value for the Month ended 30th Sept.			
Ceylon ..	£7,561 ..	£3,629 ..	£2,148
Singapore ..	7,139 ..	23,515 ..	27,274
Value for the Nine Months ended 30th Sept.			
Ceylon ..	£17,879 ..	£72,225 ..	£17,303
Singapore ..	96,709 ..	121,854 ..	172,409

Of Cotton Manufactures the following were the Exports:—

To	1865.	1866.	1867.
Ceylon ..	2,428,519 ..	1,673,062 ..	1,734,616 yds.
Singapore ..	2,591,199 ..	6,763,355 ..	7,641,285 ..
Java ..	2,258,982 ..	5,031,811 ..	654,452 ..
Philippine Islands ..	4,480,022 ..	2,808,698 ..	2,105,360 ..
Quantity for the Nine Months ended 30th Sept.			
Ceylon ..	9,410,005 ..	13,654,302 ..	14,818,102 yds.
Singapore ..	34,236,425 ..	42,980,415 ..	54,219,238 ..
Java ..	22,472,535 ..	41,799,347 ..	28,768,448 ..
Philippine Islands ..	22,526,347 ..	20,001,417 ..	27,459,632 ..
Value for the Month ended 30th Sept.			
Ceylon ..	£53,664 ..	£42,965 ..	£30,778
Singapore ..	52,482 ..	148,924 ..	128,590
Java ..	45,674 ..	112,438 ..	13,016
Philippine Islands ..	101,853 ..	77,999 ..	44,423
Value for the Nine Months ended 30th Sept.			
Ceylon ..	£230,142 ..	£442,343 ..	£324,692
Singapore ..	707,486 ..	982,293 ..	1,084,275
Java ..	489,086 ..	991,209 ..	658,016
Philippine Islands ..	541,678 ..	522,513 ..	663,005

The following Return contains the total quantity and value of the several articles named exported from the United Kingdom to all parts during the nine months ended 30th Sept. of the present and two preceding years:—

Quantity for the Nine Months ended 30th Sept.			
	1865.	1866.	1867.
Cotton yarn ..	74,557,439 ..	99,183,419 ..	119,035,637 lbs.
Cotton manufactures ..	1,476,787,506 ..	1,902,707,880 ..	2,039,600,498 yds.
Worsted stuffs ..	164,992,475 ..	175,678,420 ..	162,329,310 ..
Wooln. & worsted cloths	19,571,448 ..	27,225,681 ..	24,557,571 ..
Lead ..	18,438 ..	23,640 ..	21,331 tons
Value for the Nine Months ended 30th Sept.			
Cotton yarn ..	£7,311,361 ..	£9,927,089 ..	£10,922,725
Cotton manufactures ..	82,227,261 ..	48,828,525 ..	39,893,168
Worsted stuffs ..	9,586,546 ..	10,192,235 ..	9,789,640
Woollen & worsted cloths	3,024,474 ..	4,258,373 ..	4,191,594
Lead ..	394,421 ..	521,566 ..	460,020

During the month and eight months ended 31st August of the present and two previous years the value of the Exports from the United Kingdom to the several ports and countries in the Far East was as follows:—

For the Month ended 31st Aug.			
Exported to	1865.	1866.	1867.
China (exclusive of H. Kong)	£186,335 ..	£482,281 ..	£372,439
Hong Kong ..	79,366 ..	128,647 ..	252,895
Japan ..	121,547 ..	211,377 ..	101,498
Singap. & Straits Settlements	94,398 ..	151,395 ..	154,998
Ceylon ..	40,289 ..	99,006 ..	58,933
Philippine Islands ..	— ..	166,570 ..	69,525
Java ..	63,704 ..	179,579 ..	189,347
Siam ..	— ..	— ..	4,085
For the Eight Months ended 31st Aug.			
China (exclusive of H. Kong)	£2,326,569 ..	£3,480,603 ..	£2,813,451
Hong Kong ..	957,673 ..	1,671,092 ..	1,416,101
Japan ..	897,156 ..	1,092,344 ..	1,022,476
Singap. & Straits Settlements	1,018,609 ..	1,286,645 ..	1,363,463
Ceylon ..	369,827 ..	700,700 ..	500,267
Philippine Islands ..	612,474 ..	582,200 ..	778,234
Java ..	581,620 ..	1,078,203 ..	919,083
Siam ..	22,365 ..	4,088 ..	4,085
Cochin China, &c. ..	— ..	940 ..	612

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices Nov. 5.
210	Agra Bank, A shares	6	2 to 1½ pm.
10	Do. B do.	—	7 to 9
30	Bank of Egypt	All	35 to 84
35	Chartered Bank Ind. Aust. & China	All	15 to 19 x. d.
20	Chartered Merc. of India and China	All	28 to 28
60	City Bank	10	12½ to 13½
50	London and County	30	54 to 66
100	London Joint Stock	15	38 to 39
25	London and Westminster	30	71 to 73
50	Oriental Bank Corporation	All	43 to 44 x. d.
100	Union of London	15	87 to 88
MISCELLANEOUS.			
5	Bombay Gas	All	4 to 4½
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	103 to 106
—	Do. Do. 1878	100	111 to 112
—	Do. Do. 1873	100	106 to 107
20	Ceylon Company	10	1½ to 2 dis.
20	Do. A shares.	5	1½ to 2 dis.
10	China Steamship & Lagoon Coal Co.	15	13½ to 14½ dis.
30	Credit Foncier & Mobilier of England	9	64 to 64½ dis.
10	Egyptian Com. & Trading Company	6	4½ to 4½ dis.
10	General Credit & Discount Company	7½	2½ to 2½ dis.
10	Hong Kong and China Gas	All	8 to 10
20	International Finance Society	5	2½ to 2½ dis.
5	Oriental Gas	All	5½ to 5½
10	O. Inland Steam	All	—
50	P. and O. Steam Company	All	55 to 55
50	Do. New 1865	All	59 to 64
50	Do. Do. 1867	5	½ dis. to ½ pm.
30	Société Financière d'Egypte	10	7½ to 8½ dis.
10	Upper Assam Tea	All	3½ to 4½
100	West India Steam Company	60	75 to 78

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.
 Messageries Imperiales, Head office in Paris, R. W. and H. Horne, agents, 4, Moorgate-street.
 China Steamship and Labuan Coal Company, Ethelburga House, 70, Bishopsgate street.
 Netherlands India Steam Navigation Company, Gresham House.
 Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.
 Singapore Coir Company (Limited), J. M. Little, Esq., agent, 92, Cannon-street.
 Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.
 Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.
 Amoy Dock Company, Zulueta and Co., agents, 22, Moorgate-street.
 Shanghai Wharf Company, D. and G. Latimer and Co., agents, St. Swin's-lane.
 Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.
 North China Insurance Company, Ashton and Co., agents, Hatton-court, Threadneedle-street.
 Canton Insurance Company, Matheson and Co., agents, 3, Lombard st.
 Union Insurance Company of Canton, Dent, Palmer and Co., agents, King's Arms Yard, Moorgate-street.
 Hong Kong Insurance Company, Gledstones and Co., agents, 26, Austin Friars.
 China Traders' Insurance Company, Hong Kong, Fearon and Co., agents, 36, Great St. Helens.
 Hong Kong Marine Insurance Company, Farbridge, Holliday and Co., agents, Manchester.
 Ceylon Company, Palmerston-buildings, Old Broad-street, J. Anderson, secretary.
 Borneo Company, 7, Mincing-lane, R. Harvey, manager.
 Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Great St. Helens.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, Mackintosh Balfour, manager.
 Chartered Bank of India, Australia, and China, Hatton-Court, Threadneedle-street, G. U. Adam, manager.
 Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.
 Comptoir d'Escompte de Paris, 13, Leadenhall-street.
 Bank of Rotterdam, Union Bank of London, agents, Princes-street.
 Hong Kong and Shanghai Banking Company, W. H. Vacher, agent, 32, Nicholas-lane.
 Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

* * Companies omitted in the above list will be included if the particular are forwarded.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Oct. 24.

On the 19th the interesting ceremony of the unveiling of the statue of the late Joost van den Vondel took place at Amsterdam in the presence of an enormous multitude. The festival lasted three days, and has given general satisfaction. On Saturday next the inaugural ceremony of the statue of Gysbert Karel Graaf van Hogendorp will take place here. The King will be present at that festival.

A new post convention is on the point of being concluded with France. The tax for single letters will thereby be reduced from 30 to 20 cents.

For the last fortnight Mr. Reuter has furnished to the Dutch papers direct

telegrams from Java about commercial and shipping news. This is undoubtedly a great improvement, because these despatches are much more expensive than those which were formerly published by the *Rotterdamische Courant* and the *Handelsblad*. The improvement would, however, still be greater were the telegrams more correct in future. I wonder that I did not find these despatches in English papers, as the news must be of interest to English shipowners, because the greatest part of Indian produce of private cultivation is conveyed now to our harbours by English vessels.

COMMERCIAL.

COFFEE.—In anticipation of the sale of the Dutch Trading Co. of 130,861 b. Java, Padang and Menado, held to-day, the market was very quiet. The valuation is for Java good ordinary, 37½c. At Amsterdam were sold of private imports 1,200 b. Padang ex Swanley, 2,300 b. Macassar ex Robertus Hendrikus, and 203 casks and 125 b. Ceylon.

SUGAR (RAW).—The market is firm; and the low prices, principally of the white sorts, begin to attract attention; 4,000 b. Java were taken for export, and 2,500 b. ditto, somewhat damaged, ex Monitor, were sold at 26½. The quotation now is ½f. above the Sept. sale. Stock on the 15th inst. 45,416,026 kilo, against 42,087,212 kilo in 1866.

RICE.—The market is in a good position, 2,458 b. Java 2nd sort table rice, ex Robertus Hendrikus, were sold at prices that did not transpire. For the clean-mills some cargoes Bassein and Rangoon were sold.

SPICES.—quiet; of pepper 650 b. Sumatra, ex Brouwershaven, were sold at 17c. in bond.

TEA.—Of China, 4,255¼ and 194/12 chests Congou, 71/10 chests Souchon, and 166¼ chests Pekoe, ex Yeaverling Bell, and 284 chests Green Tea, ex Sea Witch, will be offered for sale on the 80th inst. On the 14th November the Netherlands India Commercial Bank will hold on auction of 1,965¼, 112/12 and 136/16 chests Java, from the district of Braghlan. From this quantity are 182¼ chests Boei, 239¼ chests Congou, 1,504¼ chests Souchon, and 130/16 chests Pekoe. Of private import were sold here, 415/8 chests Green China Tea, ex Sea Witch, and in auction at Amsterdam, 1,720 chests China at the following prices:—

Souchon	100 to 105 c.	Uxim...	64 to 193 c.
Tonkay	62 " 82	Joosjes (G.B.)	80 " 179
Haysant	94 " 181	Joosjes (F.B.)	119 " 205
Haysant/Tonkay 100	"		

TOBACCO.—The 10,061 b. Java offered in auction were sold at prices which are very high for the good sorts. On the 21st Nov. 1,493 b. Java (Havana) and 900 b. B.D.R. will be sold.

CIGARS.—Of 330 mille Manila 2a Cortadoes 1868 (somewhat damaged) 27 mille were sold at from 14½f. to 19½f.; 96 mille do. 1862 were sold at from 8½f. to 11½f.

RATTANS.—The 87,897 b. which will be offered on the 29th inst. by the Dutch Trading Company are valued at 6f. to 10f. according to quality.

INDIGO.—The stock is very insignificant, and the arrivals per Fransen van de Putte are not yet brought into the market.

COTTON.—600 b. were sold at firm prices.

COFFEE.—The result of the Dutch Trading Company's sale of 130,861 b. Java was as follows:—

Bales.					
7848	Menado	...	c.48½ to 56	...	50½ to 55
4977	Padang	...	45½ to —	...	46 to 46½
16101	Tjilatjap	...	42 to 46	...	42½ to 47
28926	White to pale	...	39½ to 44	...	33 to 44½
1855	Grey green	...	39 to 44	...	40½ to 45½
1981	Pamanoekan	...	37 to 38	...	37½ to 38½
1100	Green and Greenish	...	37½ to 41	...	37½ to 37¾
10279	Malang	...	36 to 37½	...	35 to 37½
8462	Kadoc	...	37½ to —	...	37½ to 38
17162	Pale greenish	...	36½ to 39	...	34½ to 41½
4076	Speckled	...	32½ to 38	...	31½ to 38
22588	Red, green, and greenish	...	33½ to 37	...	32½ to 36
767	Ord. and Triage	...	20 to 38	...	15½ to 39½

MONEY.—The Netherlands Bank has raised its rate of discount, which is fixed as follows:—Bills 3 per cent.; acceptances, 3½ per cent.; advance on inland bills, 3½ per cent.; foreign bills, 4 per cent.; and merchandise, 8½ per cent. The surplus on foreign bills, when advances are given, is now fixed on 80 pr.

FREIGHTS:—

	f 20 to f.— and 15 per cent. per last of 2000 Kil.	dead weight
Batavia	25 " 15 " " 120 Amstd. □ feet light	"
Samarang	30 " 15 " " 2000 Kil. □ dead	"
	30 " 15 " " 130 Amstd. □ light	"
Soerabaya	30 " 15 " " 2000 Kil. □ dead	"
	30 " 15 " " 130 Amstd. □ light	"
Padang	25 " 30 " 15 " " 2000 Kil. □ dead	"
	35 " 40 " 15 " " 130 Amstd. □ light	"
Macassar	50 " 60 " 15 " " 2000 Kil. □ dead	"
	50 " 60 " 15 " " 80 Engl. □ light	"
Singapore	30 " 35 " 15 " per ton of 1000 Kil.	"
and	40 " 45 " 15 " " 1000 " "	"
Hong Kong	35 " 40 " 15 " " 40 Engl. □ light	"
	40 " 50 " 15 " " 40 " "	"
Declina	f.50 and 15 " per last of 2000 Kil.	dead
Kanagawa	60 " 15 " " 80 Engl. □ light	"
Melbourne	40 " 15 " " 1015 Kil. □ dead	"
and Sydney	45 " 6 " " 40 Engl. □ light	"

ARTICLES OF IMPORT.

TEA.—The chief interest has been in the Souchongs from Foochow, and the finest have fetched 2s. 10d. to 3s. The sales yesterday and to-day have passed with fair spirit.

SILK.—The periodical public sales were held on the 23rd. The quantity offered was about 1,800 bales Bengal silk, 2,800 bales Shanghai, 700 bales Japan, and 1,100 bales Canton Silk, and the result very unsatisfactory. Some few small parcels announced to be sold without reserve were taken, but almost all the other portions of the catalogues were allowed to be passed rapidly without biddings. In China Silk transactions have been limited, and prices are without alteration. Japan Silk: Some few parcels are occasionally sold to supply immediate requirements, but there is no general demand. Deliveries from 1st to 24th inclusive: China, 2,035 bales; Japan, 448 bales; total, 2,483 bales. The following quotations are nominally the same as before.

CHINA:—	Tattee, No. 1 & 2	...	...	...	s. d.	s. d.
"	No. 3	...	...	...	28 6	to 30 0
"	Hangchow	...	...	...	27 0	to 28 0
"	Yuenfa and Hainin, No. 1 & 2...	...	...	...	21 0	to 23 0
"	No. 3	...	...	...	23 6	to 26 0
"	Taysaam, No. 1 & 2	...	...	...	22 0	to 23 0
"	No. 3	...	...	...	23 0	to 26 0
"	Long Reel	...	...	...	21 0	to 23 6
"	Skeins	...	...	...	17 0	to 21 6
"	Canton	...	...	...	19 0	to 20 0
JAPAN:—	Mibash & Sinciew, No. 1 & 2	...	...	...	17 0	to 23 0
"	No. 3	...	...	...	30 0	to 32 6
"	Ida, Bricks, No. 1 & 2...	...	...	...	28 0	to 29 6
"	No. 3	...	...	...	26 0	to 30 0
"	Sodai, No. 1 & 2	...	...	...	23 0	to 24 0
"	No. 3	...	...	...	25 0	to 26 0
"	No. 3	...	...	...	23 0	to 24 0

COTTON.—Since our last report the improvement manifested in this market has suffered a check, but subsequently recovered its former tone of activity, and the demand is now well sustained at advancing quotations. No sales of China or Japan.

COFFEE.—Supplies of all colonial sorts have been very scanty, but in the face of the Dutch Trading Company's sale held on the 23rd inst. the market assumed a rather tamer appearance, and since the result has become known this tendency has further developed itself, although prices remain tolerably steady. In Native Ceylon there has been no business, but in Plantation 197 casks, 265 barrels and bags, realised—ordinary to fine fine ordinary, 66s. to 73s. 6d.; low middling to middling, 74s. 6d. to 81s.; good middling, 82s. to 91s. Of Java 120 bags middling yellow quality sold at 76s. 6d. The Dutch Trading Company's sale of 130,400 bags passed off irregularly, and excepting for the fine yellow sorts, below the rates of the October auction; good ordinary Java at 37½ cents, against 38½ cents in September.

CUTCH.—The market for Pegu is very firm, and good private business has been done at 35s. 6d. per cwt.

COCOA-NUT OIL.—The market is very dull; business limited, with an entire absence of transactions in Ceylon.

CAMPHOR.—Very dull; no business either in China or Japan.

GAMBIER.—Prices are lower, a limited private business being done at 17s. per cwt. No transactions at public sale.

GALLS.—China and Japan rather cheaper; of 267 boxes China at auction two-thirds sold at 58s. to 60s. per cwt., and 404 boxes Japan mostly sold at 52s. 6d. to 58s. 6d.

INDIA-RUBBER.—In the absence of offers of good qualities there is but little business. Of 17 baskets Singapore at auction about half sold at 1s. 8d. per lb. for middling, and 1s. 3½d. for ordinary foul.

MANILA HEMP.—The market for this import remains very quiet, and 500 bales offered at auction were nearly all withdrawn.

PEPPER.—At public sale 1,062 bags Black Singapore went at 8½d., a few lots 3½d.; 898 bags Penang were about half sold, good Acheen 3½d., Trang 3½d. to 3½d., good West Coast held for 8 3-16d. Privately few sales have been made.

PLUMBAGO.—Fine qualities of Ceylon are dearer, and of 724 barrels at auction about one-third sold at 25s. 6d. to 29s. per cwt. for good to fine lump, 12s. to 17s. 6d. for chips, and 10s. for dust.

RICE.—Since our last report the disposition to realise has been more decided, and sales were made at a decline of 3d. to 6d. per cwt. from the late highest quotations, but there is firmness again, and in some cases former rates have been paid. The sales comprise: 250 tons Ballam at 11s. (ex ship), to 11s. 6d., 100 tons Dacca at 12s. 6d., and 100 tons (on the spot) 13s. 9d., 700 tons Rangoon at 12s. 6d. to 13s. 1,100 tons Bassein at 12s. 8d. to 12s. 7½d., a cargo of 700 tons soft grain, of next season's shipment, on the basis of 11s. 6d. for Rangoon, and 600 tons Nakrenzie at 11s.

SUGAR.—The demand has been of quite a partial character, and where directed towards useful refining grades has found a difficulty in supplying itself. Common descriptions have in some instances been rather more readily obtainable, by reason of a willingness of holders of secondhand lots to realise. We have no transactions to report in Manila, nor privately in Penang. In public sale 1,600 bags brown and middling yellow Penang realised 31s. 6d. to 33s. 6d. Private returns make the imports of raw sugar into the four chief ports of the United Kingdom, to the 19th Oct., 440,100 tons, against 441,100 tons in 1866. The clearances for home consumption, 425,700 tons, against 394,340 tons, and the stock at that date, 182,080 tons, against 223,830 tons.

SPICES.—Cinnamon: The quarterly sales commenced on the 28th inst., only 1500 bales Ceylon have been placed on offer. We quote 1st quality 1s. 9d. to 2s. 9d. per lb.; 2nd, 1s. 5d. to 2s. 6d.; 3rd 1s. 3d. to 2s. 1d.; 4th and Jungle, 10d. to 1s. 8d. Cloves: Penang descriptions are rather cheaper, and 8 cases fair quality sold at 10½d. per lb. Mace: Remains firm; 12 cases Penang at auction, mostly sold at 2s. 11d. to 3s. 4d. per lb. for middling to fair palish, and 1s. 6d. to 2s. 4d. low red to middling reddish. Nutmegs: Medium sizes 1d. to 2d. per lb. lower; other kinds firm; of 129 cases Penang at auction, half sold at 2s. 11d. to 4s. per lb. for middling to fine bold, 1s. 3d. to 2s. 4d. ordinary small to fine medium.

SAPANWOOD.—Good Manila wanted, and dearer; other sorts steady: of 82 tons Manila at auction, one-fourth sold at £7 to £11 12s. 6d. per ton; of 59 tons Siam, half sold at £11 to £12; of 48 tons Ceylon, half sold at £8 to £11 15s.

SHELLS.—Market steady; and 166 cases Manila Mother-o'-Pearl realised in public sale £7 15s. to £7 17s. 6d. per cwt. for fair qualities.

TIN.—Since our last report this market has been very quiet; transactions mainly confined to Straits, in moderate quantities, at £89 to £90 per ton cash, or nearly so, on the spot, and £90 10s. to £91 10s. for near to distant arrival. The market has assumed a firm tone at its close. Banca, in Holland, after being quoted 53½, is now rather stronger at 53½ to 53¾.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £6 7s. 6d. to £6 10s.; nail rods, £7 10s. to £7 15s.; hoops, £8 10s. to £9; sheets, single, £9 15s. to £10; Staffordshire bars, £7 10s. to £7 15s.; rails, £6 5s.

STEEL.—Swedish kegs, £15 to £15 10s.

COPPER.—Sheet and Sheathing, £82 to £84 per ton; yellow metal, 7d. to 7½d. per lb.

LEAD, &c.—English pig, W.B., £21 15s.; shot, patent, £23; shoe

£20 12s. 6d.; spelter, £21 7s. 6d.; zinc, English sheet, £26 to £26 10s.; quicksilver, £6 17s., in bottles of 75 lbs. each.

The following is from the Circular of Messrs. French and Smith:—Business has been quiet, with but little change in prices. Iron is without alteration. Copper a shade firmer. Tin, English, in steady inquiry. Tin plates quiet. Lead rather easier. Spelter has been freely dealt in at £21 10s.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£73,875
Foo-chow-Foo	—	5,090
Amoy	—	—
Hong Kong	—	113,667
Singapore	—	8,140
Penang	—	—
Yokohama	—	600

FROM MARSEILLES.

(By the P. and O. Company's Steamers.

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	125,000
Foo-chow-Foo	—	—
Shanghai	—	10,788
Yokohama	400	7,408

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	£51,828	£45,018
To Batavia	7,997	—
To Hong Kong	4,000	5,284
To Shanghai	—	55,288
To Yokohama	—	46,343

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9	to £3 17 9½
Spanish Doubloon	3 15 0	to 3 16 0
United States Gold Coin	3 16 3	to 3 16 4
Silver in Bars	0 5 0½	to 0 5 0¾
Mexican Dollars	0 4 11	to 0 4 1½

MANCHESTER MARKETS.

Mr. Sam Mendel's Circular of the 5th inst. says:—"Business has been on a most limited scale, and prices are the turn in favour of buyers, both for yarns and goods." Quotations are—Grey Shirtings, 7lbs., 7s. 10d. to 8s. 8d.; 8½ lbs., 10s. to 10s. 8d.; Cotton Yarn, Nos. 16-24, 1s. to 1s. 1d.; Nos. 28-32, 1s. 1d. to 1s. 2d.; Maddapollams, 3s. 6d.; Long Cloths, 9s.; T-Cloths, 6s. 0d.; White Spot Shirtings, 10s. 6d.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct. 26	Bremen	Bulberdieck	Padang	Deal.
— 27	Amazon	Dannberg	Sourabaya	Falmouth.
— 28	Nouvelle Penelope	Levigoreux	Saigon	Havana.
— 29	Argonaut	Nicolson	Foochow	London.
— 28	Westburn	Coun	Rangoon	Off Falmouth.
— 29	W. H. Haselden	Gunn	Canton	Liverpool.
— 30	Falcon	—	Canton	London.
— 30	Egeria	—	Akyab	Queensdown.
— 30	Diana	Teengs	Batavia	Brouwershaven.
— 30	Lord Raglan	Williams	Manila	Falmouth.
— 30	Astron	Calvin	Rangoon	Liverpool.
— 31	Everest	—	Foochow	Do.
— 31	Kosmopoliet II.	Routen	Batavia	Texel.
— 31	Zingra	Pittendrich	Penang	Deal.
Nov. 1	Corsock	—	Batavia	Do.
Oct. 31	Prinz Regent	Fischer	Singapore	Off Falmouth.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 28	Serica	Innes	Hong Kong	London.
— 28	Adeline	Bennett	Shanghai	Cardiff.
— 28	Contucius	Stenzel	Hong Kong	Do.
—	Ternate	Carst	Batavia	Rotterdam.
— 25	Cleopatra	Deacovich	Singapore	Newport.
— 25	Chancellor	Horner	Do.	Do.
— 25	Colombo	Borzoue	Galle	Cardiff.
— 23	Scawfell	Hender I.	Yokohama	Do.
— 30	Granville	Gallichan	Colombo	London.
— 26	Hope	—	Shanghai	Shields.
— 31	Dorothy	Bruce	Trincomalee	London.
— 17	Tynedale	—	Shanghai	Shields.
—	Johanna	—	Macassar	Amsterdam.
— 28	Oscar I.	Olsen	Galle	Bristol.
— 30	Theresa Tietjens	Shiell	Do.	Liverpool.
— 29	Deerfoot	Carlin	Hong Kong	Shields.
— 29	Wallace	—	Galle	Do.
— 29	Churman	Saunders	Shanghai	Sunderland.
— 29	Alexander	Dempster	Do.	Do.
— 28	Vetis	Paulsen	Singapore	Penarth Dock.
— 28	Berwickshire	Thomas	Galle	Do.
— 28	Senator Iken	—	Do.	Do.
— 31	Princess Amalia	Benveid	Onrust	Liverpool.
— 30	Bergensen	Wesenberg	Galle	Sunderland.
— 29	Manuel	Joseph	Manila	Glasgow.
Nov. 2	Indus (s.s.)	Hicks	Hong Kong	Southampton.
Oct. 31	Velocity	—	Galle	Shields.
— 31	Agnes	Weller	Singapore	Pernambuco.
Nov. 2	Hertha	Schrieber	Do.	Cardiff.
— 4	Evelyn	Gale	Yokohama & Nagasaki	London.
—	Challenger	Browne	Chefoo & Tientsin.	Do.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama, Eliza Shaw. For Nagasaki: Asunta. For Shanghai: Dilkhoosh, Maitland, White Adder, Taiting, Min, City of Aberdeen, Gossamer, Argonaut. For Hong Kong: Black Prince, Chinaman, Golden Spur, Falcon, George Crowshaw. For Manila: Aureliana. For Batavia and Sourabaya: Erna. For Singapore and Penang: Alphington. For Singapore: Doon. For Penang: Ceylon. For Colombo: Boyne, Jeddo, Aboyne, Susan Pardew. For Mangalore, Calicut, Cochin, and Galle: Isabel.

At LIVERPOOL.—For Shanghai: Adriana Petronella. For Hong Kong: Maria Louisa Antoinette, Everest. For Singapore: Prince Arthur, Patriot Queen, Panuco. For Manila: Abnegacion, Cinco Hermanos, Victoria. For Batavia and Sourabaya: Baron van Heemstra. For Galle: Cestrian, Ocean Home.

At GLASGOW.—For Shanghai: Forward Ho'. For Singapore: Kinfauns Castle.

SPOKEN.

VREDE, Amsterdam to Batavia, Sept. 8, 9 N., 25 W.
AUSURG (?) (barque), Shields to Shanghai, August 21.
MAGNET (barque), of Hamburg, Bankok to Hamburg, August 30.
GRANADA, Foochow to London, August, 8, 21 N., 117 E.
SPARTAN, Cardiff to Singapore, September 29, 11 N., 28 W.
JOSEPHINE AMEDEE, Bordeaux to Saigon, August 21, 40 S., 17 W.
A Spanish ship, from Manila, with troops, August 25, 15 S., 79 E.
ARIZONA, Hamburg to Manila, September 3, 23 S., 26 W.
CHUSAN, Saigon to Bordeaux, Aug. 28, 27 S., 6 E.
KEERAC (?) (KEEROYD), Colombo to London, Sept. 25, 10 N., 23 W.
TWILIGHT, Singapore to Liverpool, Oct. 17, 32 N., 39 W.
SAMARANG, Newcastle to Sourabaya, Oct. 6, 2 N., 22 W.
LAURA AND ADELE, Sunderland to Sourabaya, Oct. 10, 8 N., 24 W.
FINELLA, Sourabaya to Amsterdam, Oct. 11, 10 N., 25 W.
MARIE (Dutch ship), Rotterdam to Batavia, Oct. 1, 7 N., 29 W.
THAMES, London to Ceylon, Oct. 9.
EGMONT V. HOORN, Clyde to Singapore, Oct. 10.
PETRONELLA, Amsterdam to Batavia, 50 N., 9 W.
LOOCHOO, Sunderland to Singapore, Oct. 16, 5 S., 33 W.

FREIGHTS AND CHARTERS.

Freights to the Eastern ports are firm, at previous quotations. Coal freights from the Northern outports remain unaltered, and vessels are somewhat in request.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 50s. meat. To Nagasaki: 50s. meat, 40s. weight. To Shanghai: 40s. weight, 45s. meat. To Amoy: 45s. weight or meat. To Foo-chow: 45s. weight or meat. To Hong Kong: 40s. to 45s. weight, 35s. meat. To Singapore: 35s. weight, 30s. meat. To Penang: 40s. weight, 35s. meat. To Manila: 80s. weight, 50s. meat. To Ceylon: 20s. to 25s. weight, 35s. meat.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £47. For Singapore: £32. For Shanghai: £56. For Saigon: £50. For Yokohama: £50. For Batavia: £27. For Colombo, £29. For Galle, £35. For Chefoo, £57. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 3s. For Singapore: £1 9s. For Shanghai: £2 15s. For Saigon: £2 8s. For Yokohama: £2 8s. For Chefoo, £2 15s. For Trincomalee, £1 17s. For Galle, £1 13s. For Colombo, £1 9s. For Manila, £1 5s. For Batavia, £1 10s.

CASUALTIES.

The Diana, Teengs, from Batavia, arrived at Brouwershaven Oct. 29 with loss of both anchors and chains, and was lying at her kedg anchor.

The Lord Raglan, Williams, from Manila, with sugar, which arrived at Falmouth Oct. 30, was leaky.

The Colombo (Italian barque), of Spezzia, which sailed from Cardiff to Galle Oct. 25, with steam coals, without a Channel pilot on board, was seen Oct. 27 at the north end of Lundy Island with signals of distress flying, and was afterwards run ashore on the east side of the island in a sinking state. The Vanderbilt (s.) proceeded from Bideford to get her off into a place of safety; but on the 29th she took fire, and was burnt to the water's edge. Most of the sails have been landed, and portions of the wreckage have been saved.

The Amazon, Dannberg, from Sourabaya for Rotterdam, arrived at Falmouth 27th October, with damage to starboard side, having been in collision with a barque, supposed Spanish. The master, mate, and a seaman jumped on board the latter vessel.

Advices from Amsterdam, dated 25th October, state that the Salatiga, Kettler, from Batavia to Rotterdam, which put into Algoa Bay 23rd July, leaky, would be sold. A portion of her cargo, as well as the remainder of the cargo of the Krimpenerwaard, from Batavia to Rotterdam, wrecked at the same place subsequently to 22nd July, would be brought on to Rotterdam by the ship Ilva.

MISCELLANEOUS.

Captain A. Nicolson, of the Argonaut, which arrived at London Oct. 29, reports that he left Foochow on the evening of the 10th July, made the passage to Anger in 39 days, and from Anger to dock in 71 days, making a total of 110 days from Foochow to London.

In the month of Sept. last 4,281 vessels, 1,273,867 tonnage, employed in the Foreign Trade, were entered inwards, and 5,294 vessels, 1,416,058 tonnage cleared outwards. In the corresponding month of 1866 the numbers were respectively 3,786 vessels, 1,123,546 tonnage, and 4,627 vessels, of 1,244,033 tonnage.

PORT OF AMOY.

CHINA.

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Their large Granite Dock, 286 feet on the blocks, 307 feet over all, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet. It is fitted with Caisson Gate and with a powerful Centrifugal Steam Pump, ensuring despatch in all states of the tide.

Their two smaller Granite Docks, one 223 feet, the other 160 feet on the blocks, can take vessels at average spring tides drawing 12 feet to 13 feet.

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New Harbour, Singapore, June, 1867.

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Capital paid up ... 60,000,000 ... £2,400,000

Do. Mar. 15, 1863 10,000,000 ... £400,000

Do. Sept. 15, 1863 10,000,000 ... £400,000

Reserved Fund ... 20,000,000 ... £800,000

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SUB-MANAGER.—Theod. Dromel.

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Hamburg, 24th October, 1867.

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The last issue (No. 58) contains, among other matters, —

DE LA LITTÉRATURE ARABEENNE; par Munk de l'Institut (since deceased).

LES GRANDES EPOQUES DE L'INDE DANS LEUR RAPPORTS AVEC LA CIVILISATION; par Léon de Rosny.

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THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, RED BULL WHARF, 93, UPPER THAMES-STREET, late of 13, Three King-court, Lombard-street, London, E.C.

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The 9th of every Month for—
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Guion's Line, leaving Liverpool every week.
New York and Havre Line, leaving Falmouth once a month.

And at Panama by the steamers of the Royal Mail Line, leaving Southampton on the 2nd and 17th of every month.
West India and Pacific Line, leaving Liverpool 5th and 20th of every month.
Generale Transatlantique Line, leaving St. Nazaire, France, 8th of every month.

Passengers by this route are less than ten days in the tropics.

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CHINA, 4,000 tons, January 13th.
GRAT REPUBLIC, 4,000 tons, March 5th, 1868.
CHINA, 4,000 tons, April 12th, 1868.

For further particulars and through passage rates, apply to H. STARR and Co., Passenger agents, Pacific Mail Steamship Company, 145 Cheapside, London.

STEAM TO INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

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ON THE 20TH OF NOVEMBER

one of the Company's new and fast steamships will be despatched with goods and passengers for the above ports, via Panama, intending to connect with the steamer sailing from San Francisco on the 15th January, arriving at Yokohama on 1st February, Shanghai on 6th, and Hong Kong on 8th February. Branch steamer calls at Nagasaki on both trips.

Orders to collect goods to be in this office by noon on the 1st and 15th November.

Rates of Passage.		
To Yokohama	First Cabin	£110 10
" Hong Kong	"	120 10
" Shanghai	"	130 10

Freight, free of prime.

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117 and 118, Leadenhall-street, London, 20th October, 1867.

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For Passage, Freight, or information, apply to B. W. and H. HORN, 4, Moorgate-street, Bank, E.C.; or at the Offices of the Messageries Impariales in Paris, Marseilles, and Bordeaux.

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Do.	Gossamer	A1 15 yr.	W.I.D.	To follow
Hong Kong	Geo. Crosshaw	A1 10 yr.	W.I.D.	Oct. 31
Do.	Chusan	A1 14 yr.	W.I.D.	To follow
Bombay	Her Majesty	A1 12 yr.	E.I.D.	With des.
Manila	Angela	A1 9 yr.	W.I.D.	With des.

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Ditto	Min	A1 13 yr.	Ln. D.	To fol.
Hong Kong	Chinaman	A1 14 yr.	S.E.D.	12th Nov.
Ditto	Wemyss Cas.	A1 14 yr.	E.I.D.	To fol.
Yokohama	Eliza Shaw	A1 15 yr.	E.I.D.	With des.

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With quick despatch.

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For list of R. and Co.'s line of ships now loading see the "Times" (daily) and other papers.

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FOR HONG KONG, Direct, the splendid clipper ship CHUSAN, A1 14 years, 817 tons register; JOHN W. ROY, Commander, West India Docks. This fine ship, built in 1865, under special survey for the China trade, is strongly recommended to shippers desirous of despatch.

For freight or passage apply to JOHN WILLIAMSON, York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

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FOR SHANGHAI Direct, the well-known Clyde clipper-built ship GOSSAMER, A1 15 years, 785 tons register; J. THOMSON, Commander; West India Docks. This magnificent high-classed ship, built under special survey, is strongly recommended for the shipment of fine goods.

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FOR HONG KONG (to sail on the 12th November), the splendid clipper ship GOLDEN SPUR, A1 14 years, 657 tons register; W. LELACHEUR, Commander; lying in the East India Docks.
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FOR SHANGHAI, to sail on the 12th November, the favourite river-built clipper WHITEADDER, A1 10 years, 915 tons register; F. W. MOORE, Commander; lying in the East India Docks. This ship has a full poop, with superior accommodation for passengers.
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THE LONDON AND CHINA TELEGRAPH.

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